



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

*** *** ***



AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area 366-0123

Case Vehicle (A): 1999 Mercury
 Type: Mountaineer, 4-door SUV
 Driver: 56-year-old male
 CDC: 12-FZEW-2

Vehicle (B): 2000 Ford
 Type: E-350 extended passenger van
 Driver: 39-year-old female
 CDC: 06-BYEW-2

SITUATION

(Slide 1) Case vehicle (A) was traveling west in the outside westbound lane of a straight section of a dry, asphalt, four-lane roadway, (slide 2) with a speed limit of 64 kph (40 mph). Vehicle (B) was traveling west in the same westbound lane, ahead of case vehicle (A). The driver of case vehicle (A) reportedly took off his seatbelt to pick up an item that had fallen onto the floor from the right-front seat. When he looked up, he saw vehicle (B) stopping in traffic ahead of him. The driver of case vehicle (A) reportedly attempted to avoid a collision by veering to the left and braking. Case vehicle (A) struck the left rear of vehicle (B) with its right front.

GENERAL VEHICLE DAMAGE AND ESTIMATED CRASH SEVERITIES

(Slide 3) Damage to case vehicle (A) was moderate. The direct-damage length was 100 cm and began at the right-front bumper corner, resulting in a 64% vehicle overlap. The maximum crush was 42 cm and occurred at the right-front bumper corner, above the bumper. The left wheelbase was extended 6 cm, and the right wheelbase was reduced 10 cm.

(Slide 4) Damage to vehicle (B) was minor. The direct-damage length was 100 cm and began at the left-rear bumper corner. The maximum crush to the bumper was 15 cm and occurred at the left-rear bumper corner. There was also damage to both halves of the rear cargo door above the bumper.

Using the WinSMASH accident-reconstruction program and (slides 5, 6, 7, 8, 9, 10, 11, 12, 13) c-values for case vehicle (A) and vehicle (B), the following impact severities were calculated:

| Vehicle | Variable | Calculated Velocity Change - kph (mph) | | |
|------------------|----------|--|--------------|-------------|
| | | Total | Longitudinal | Latitudinal |
| Case Vehicle (A) | delta V | 20 (12) | -20 (-12) | 0 (0) |
| Vehicle (B) | delta V | 17 (11) | 17 (11) | 0 (0) |

DESCRIPTION OF DAMAGE TO CASE VEHICLE (A)

Exterior

(Slides 14, 15, 16, 17) The front bumper, the right headlight assembly, the grille, the radiator, the right fender, and the right-front wheel and strut were damaged. The hood was crushed, and the hood latch was jammed. Both hood hinges were damaged, but did not separate. The rear edge of the hood was not elevated, and did not contact the windshield. All doors remained closed and operational.

Interior

(Slides 18, 19, 20, 21, 22, 23) This vehicle was equipped with both steering-wheel and passenger frontal-impact airbags, which deployed during the frontal impact. No damage was noted to the airbag skins or (slides 24, 25, 26, 27) to the module doors/flaps. (Slide 28) The steering-wheel rim was not deformed and there was no deformation of the steering-wheel spokes. The left side of the sunroof molding, the left sunvisor, the windshield and the driver knee bolster below the steering column were damaged from driver contact. There was no rotation of the steering column. No intrusions were noted.

(Slides 29, 30, 31, 32) No contact points were noted on the left-roof siderail, the left upper A-pillar, or the left-front door interior panel. No damage was noted to the upper and mid instrument panels.

OCCUPANT INJURIES AND KINEMATICS

The 6-ft, 1-in, 210-lb, 56-year-old male driver (slide 33) was not wearing the available three-point belt, and the steering-wheel airbag deployed. (Slide 34) On impact, he moved forward and to the right into and over the airbag, and his head contacted the edge of the sunroof frame and left sunvisor. He sustained an abrasion to his forehead, probably from contact with the sunroof frame molding, (slide 35) as indicated by a hair deposit, or possibly from contact with the left sunvisor, (slides 36, 37) as indicated by a scuff mark on the exterior surface of the visor and the broken left sunvisor vanity mirror. He sustained an abrasion to the nose, probably from contact by the airbag. He sustained a comminuted fracture, and dislocation of the right acetabulum and a contusion to

the right knee, (slides 38, 39) from axial loading through the thigh due to knee contact with the knee bolster. (Slide 40) A spider web pattern was noted near the center of the windshield, but no injury was reported that could be associated with it.

The following table and (slide 41) attached drawing summarize the injuries sustained by the driver.

Occupant: Driver
 Restraints: 3-point belt not worn; airbag deployed

Age: 56 years
 Stature: 185 cm (6 ft, 1 in)

Gender: Male
 Mass: 96 kg (210 lb)

| Injury Description | A.I.S. | Injury Source | | |
|---|-----------|---------------|-----------------|----------|
| | | Definite | Probable | Possible |
| Abrasion, forehead | 1 | | Sunroof molding | Sunvisor |
| Abrasion, nose | 1 | | Airbag | |
| Fracture, comminuted with dislocation, right posterior acetabulum | 3 | Knee bolster | | |
| Contusion, right knee | 1 | Knee bolster | | |
| <u>Maximum A.I.S. Level</u> | <u>3</u> | | | |
| <u>Injury Severity Score</u> | <u>10</u> | | | |

TIME

DATE OF COLLISION

 / /

HOUR OF COLLISION
(24 HOUR CLOCK)

LOCATION

STATE:

STATE FIPS CODE

AREA

- (1) URBAN
(2) RURAL
(9) UNKNOWN

ENVIRONMENTAL CONDITIONS

LIMITED-ACCESS HIGHWAY

- (0) NO
(1) YES
(9) UNKNOWN

ROAD, TOTAL TRAFFIC LANES
(FOR CASE VEHICLE)

- (1) 1-LANE
(2) 2-LANES
(3) 3-LANES
(4) 4 OR MORE LANES
(5) DIVIDED, 4 OR MORE LANES
(6) PARKING LOT/DRIVEWAY
(7) OTHER:
(9) UNKNOWN

INTERSECTING RD, TOTAL LANES
CHOOSE FROM ABOVE LIST, OR

- (8) NOT APPLICABLE

TYPE OF ROAD SURFACE

- (1) ASPHALT
(2) CONCRETE
(3) GRAVEL
(4) MORE THAN ONE (CIRCLE EACH)
(7) OTHER:
(9) UNKNOWN

ROAD DEFECTS

- (0) NO
(1) YES
(9) UNKNOWN

ENVIRONMENTAL CONDITIONS

CONSTRUCTION ZONE

- (0) NO
(1) YES
(9) UNKNOWN

ROAD ALIGNMENT
VERTICAL PLANE

- (1) LEVEL
(2) CREST OF HILL
(3) SLOPE (2%)
(4) BOTTOM OF HILL
(9) UNKNOWN

ROAD ALIGNMENT
HORIZONTAL PLANE

- (1) STRAIGHT
(2) CURVE
(3) T - SHAPED
(4) Y - SHAPED
(7) OTHER:
(9) UNKNOWN

SURFACE COVERING

- (10) DRY

(21) WATER - DAMP
(22) WATER - WET
(23) WATER - PUDDLED
(29) WATER - AMOUNT UNKNOWN

(31) SNOW - LOOSE
(32) SNOW - PACKED
(39) SNOW - CONDITION UNKNOWN

(41) ICE
(51) SLUSH
(61) SPILLED GRAVEL
(71) OTHER:
(99) UNKNOWN

VISIBILITY LIMITATION
(FOR CASE VEHICLE)

- (0) NONE
(1) CLOUDY/DARK
(2) FOG
(3) SMOKE
(4) WINDSHIELD CONDITION
(5) GLARE
(6) RAIN
(7) OTHER:
(8) ICE/SNOW
(9) UNKNOWN

VISIBILITY OBSTRUCTION
(FOR CASE VEHICLE)

- (0) NONE
(1) BUILDING
(2) SIGN
(3) VEGETATION (E.G. BUSHES, SHRUBS)
(4) TREE
(5) HILL OR CURVE IN ROAD
(6) VEHICLE IN TRANSPORT
(7) OTHER:
(8) PARKED VEHICLE
(9) UNKNOWN

GENERAL INFORMATION GI-3

CRASH DETAILS

CASE VEHICLE AND OBJECT

- (0) NO
- (1) YES
- (9) UNKNOWN

⊖
47

CASE VEHICLE ROLLOVER

- (0) NO ROLLOVER
- (1) YES, FIRST EVENT
- (2) YES, SUBSEQUENT EVENT
- (3) YES, SEQUENCE UNKNOWN
- (9) UNKNOWN

⊖
48

CASE VEHICLE RAN OFF ROADWAY (BEFORE FIRST IMPACT)

- (0) NO
- (1) YES
- (9) UNKNOWN

⊖
49

MOVING CASE VEHICLE AND CONTACTED MOVING VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

1
50

CASE VEHICLE AND CONTACTED STOPPED VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

⊖
51

STOPPED CASE VEHICLE AND CONTACTED VEHICLE

- (0) NO
- (1) YES
- (9) UNKNOWN

⊖
52

TOTAL NUMBER OF VEHICLES CONTACTED BY CASE VEHICLE IN CRASH

- (8) 8 OR MORE
- (9) UNKNOWN

1
53

ANY FIRE IN THIS CRASH (NOT JUST CASE VEHICLE)

- (0) NO
- (1) YES
- (9) UNKNOWN

⊖
54

HIGHEST POLICE INJURY SEVERITY CODE IN CRASH (NOT JUST CASE VEHICLE)

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING INJURY
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO ACCIDENT
- (7) NON-FATAL INJURY
SEVERITY UNKNOWN
- (9) UNKNOWN

2
55

DRIVER IMPAIRMENT

DRIVER ALCOHOL INVOLVEMENT (CASE VEHICLE)

- (0) NONE
- (1) YES
- (9) UNKNOWN/NOT REPORTED/
NO DRIVER

⊖
56

DRIVER ALCOHOL BAC (CASE VEHICLE)

- (80) NO TEST
- (90) CHEMICAL TESTS, NO RESULTS
- (95) AUTOPSY, NO RESULTS
- (99) UNKNOWN

8 ⊖
57 58

WAS THERE MENTION OF DRIVER IMPAIRMENT FOR CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

⊖
59

LIST IMPAIRMENTS MENTIONED:

Post - CRASH DETAIL

MANNER CASE VEHICLE LEFT SCENE

- (1) DRIVEN
- (2) TOWED DUE TO DAMAGE
- (3) TOWED, NOT DUE TO DAMAGE
- (4) TOWED, REASON UNKNOWN
- (9) UNKNOWN

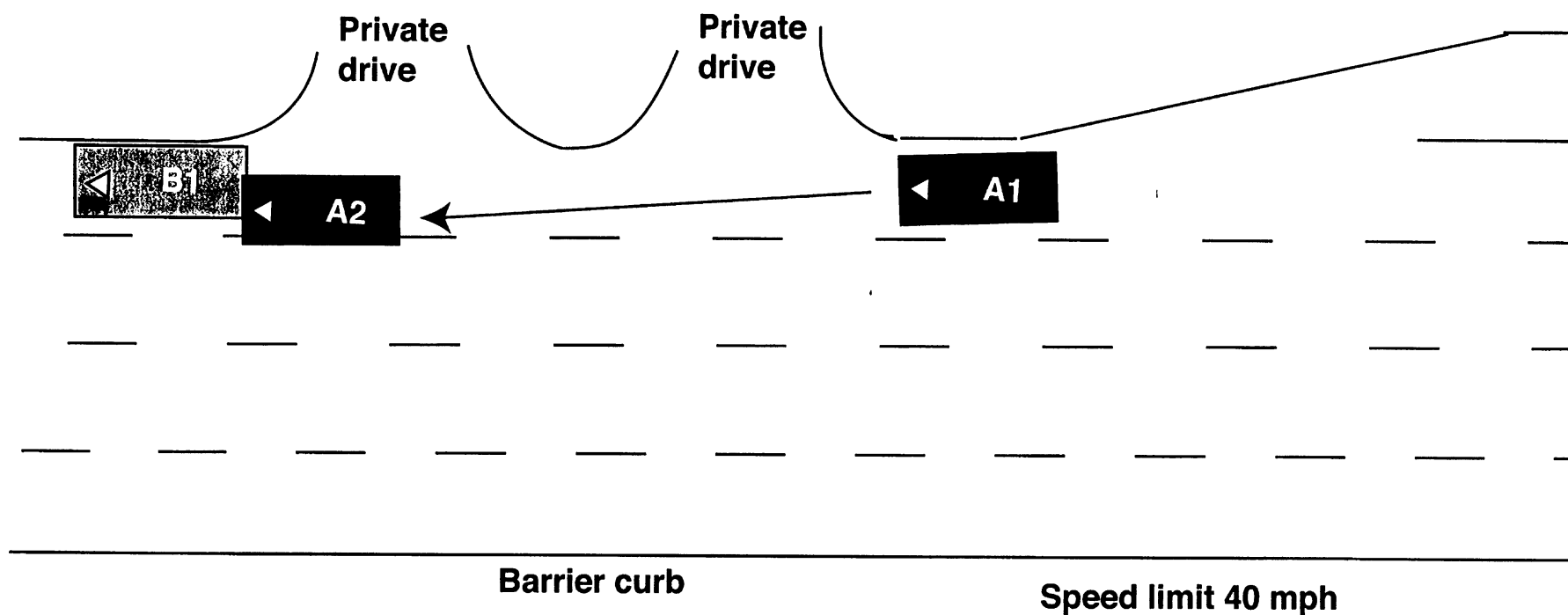
2
60

ACCIDENT SCHEMATIC

ACCIDENT DESCRIPTION: Case vehicle (A) was traveling west in the outside westbound lane of a 4-lane roadway. Vehicle (B) was traveling west in the same westbound lane, ahead of case vehicle (A). The driver of case vehicle (A) reportedly took off his seat belt to pick up an item that had fallen onto the floor from the right-front seat. When he looked up, he saw vehicle (B) stopping in traffic ahead of him. The driver of case vehicle (A) reportedly attempted to avoid a collision by veering to the left and braking. Case vehicle (A) struck the left-rear portion of vehicle (B) with its right-front end.

CASE VEHICLE (A): 1999 Mercury Mountaineer
 OTHER VEHICLE (B): 2000 Ford E-350 van
 THIRD VEHICLE (C): N/A

Q
4



| | | | | | |
|---|--|--|--------------|---|--|
| Duplicate columns 1-8 from the previous card. | | Module <u>0</u> <u>9</u> <u>V</u> <u>10</u> Format <u>0</u> <u>11</u> <u>4</u> <u>12</u> | | OTHER VEHICLE OV-1 | |
| MAKE: <u>Ford</u> | | | CARGO: _____ | | |
| MODEL: <u>E-350 extended van</u> | | | _____ | | |
| VIN <u>1</u> ₁₃ <u>F</u> <u>B</u> <u>S</u> <u>S</u> <u>3</u> <u>1</u> <u>L</u> <u>7</u> <u>Y</u> <u>H</u> <u>0</u> <u>0</u> <u>0</u> <u>0</u> <u>0</u> ₂₉ | | | | | |
| MANUFAC/BODY CODE <u>12111</u> <div style="text-align: center;"><small>30 34</small></div> | | VEHICLE TYPE PASSENGER VEHICLE (02) LARGE (03) LIMOUSINE (17) PICKUP CAR (20) UNKNOWN PASSENGER VEHICLE BODY (24) SUB-MINI (25) MINI (26) SUB-COMPACT (27) COMPACT (28) INTERMEDIATE (29) FULL | | | |
| MAKE/MODEL CODE <u>3106</u> <div style="text-align: center;"><small>38</small></div> | | <div style="text-align: right; font-size: 2em;">11</div> <div style="text-align: right; font-size: 0.8em;">56 57</div> | | | |
| MODEL YEAR <u>2000</u> <div style="text-align: center;"><small>39 42</small></div> | | MULTIPURPOSE PASSENGER VEHICLE (14) SMALL UTILITY (WHEELBASE LESS THAN 107", E.G. JEEP, BRONCO) (15) LARGE UTILITY (WHEELBASE MORE THAN 107", E.G. PANEL TRUCK, SUBURBAN) (16) PICKUP TRUCK WITH CANOPY/SHELL COVER (17) PICKUP CAR WITH CANOPY/SHELL COVER (21) MOTOR HOME (22) PICKUP TRUCK WITH SLIDE-IN CAMPER (23) PICKUP CAR WITH SLIDE-IN CAMPER (31) CHASSIS-MOUNTED CAMPER | | | |
| VEHICLE MASS (kg) <u>002490</u> <div style="text-align: center;"><small>43 48</small></div> | | TRUCK (11) VAN (12) PICKUP TRUCK (13) UNKNOWN LIGHT TRUCK (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN) (16) PICKUP TRUCK WITH CANOPY/SHELL COVER (22) PICKUP TRUCK WITH SLIDE-IN CAMPER (30) UNKNOWN TRUCK TYPE (31) CHASSIS-MOUNTED CAMPER (33) DELIVERY VAN (WALK-IN) (34) STRAIGHT TRUCK (35) TRUCK-TRACTOR (BOBTAIL) (36) CHASSIS-CAB (37) UNKNOWN HEAVY TRUCK (38) TRACTOR & SEMI-TRAILER (SEMI) (39) TRUCK (OR SEMI) & FULL TRAILER(S) | | | |
| IF SEPARATE REPORT WAS MADE, GIVE VEHICLE NUMBER <u>0</u> | | BUS (40) UNKNOWN BUS TYPE (41) SCHOOL BUS (42) INTERCITY BUS (BETWEEN CITIES) (43) TRANSIT BUS (INTRACITY) (44) STREETCAR (ON TRACKS) (68) TRAIN (CARS) (69) LOCOMOTIVE (ENGINE, SWITCHER) (99) UNKNOWN | | | |
| NUMBER OF OCCUPANTS <u>05</u> <div style="text-align: center;"><small>51</small></div> | | WHEELBASE (cm) (999) UNKNOWN | | | |
| TRAVELING SPEED (km/h) <u>997</u> <div style="text-align: center;"><small>54</small></div> | | <div style="text-align: right; font-size: 2em;">351</div> <div style="text-align: right; font-size: 0.8em;">58 59 60</div> | | | |
| (000) PARKED OR STOPPED (995) JUST STARTING UP (996) BACKING UP (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)* (998) SPEED EXCESSIVE (BUT UNKNOWN) (999) UNKNOWN <div style="text-align: right; font-style: italic;">Slowing down in traffic per P.A.R.</div> | | HIGHEST POLICE INJURY SEVERITY CODE FOR THIS VEHICLE <u>2</u> <div style="text-align: center;"><small>55</small></div> | | | |
| (0) O - NO INJURY (1) C - POSSIBLE INJURY (2) B - NON-INCAPACITATING INJURY (3) A - INCAPACITATING INJURY (4) K - FATAL (5) INJURED, SEVERITY UNKNOWN (6) DIED PRIOR TO ACCIDENT (7) NON-FATAL INJURY SEVERITY UNKNOWN (8) UNOCCUPIED VEHICLE (NOT APPLICABLE) (9) UNKNOWN | | (0) O - NO INJURY (1) C - POSSIBLE INJURY (2) B - NON-INCAPACITATING INJURY (3) A - INCAPACITATING INJURY (4) K - FATAL (5) INJURED, SEVERITY UNKNOWN (6) DIED PRIOR TO ACCIDENT (7) NON-FATAL INJURY SEVERITY UNKNOWN (8) UNOCCUPIED VEHICLE (NOT APPLICABLE) (9) UNKNOWN | | | |

Duplicate columns 1-8
from the previous card.

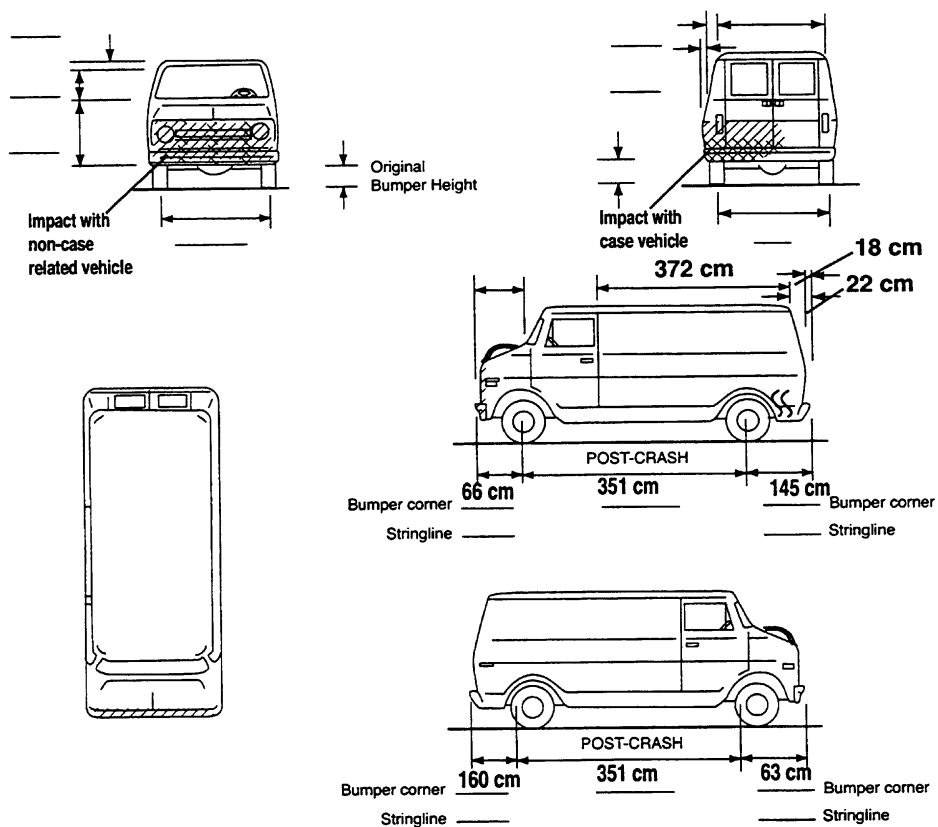
Module 0 9 V 10 Format 0 11 2 12

OTHER VEHICLE OV-2

ORIGINAL SPECIFICATIONS

| | | | |
|---------------------|----------------|----------------------------|---------------|
| Wheelbase | <u>351</u> cm | Front Overhang | <u>076</u> cm |
| Curb Weight | <u>2490</u> kg | Rear Overhang | <u>162</u> cm |
| Average Track Width | <u>173</u> cm | Undeformed End Width (UEW) | <u>180</u> cm |
| Overall Length | <u>589</u> cm | Engine Displacement | <u>5.4</u> L |
| Overall Width (OAW) | <u>201</u> cm | Engine: # of Cylinders | <u>08</u> |

VEHICLE DAMAGE MEASUREMENTS IN CENTIMETERS



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 999 cm

Front-End Overlap (Percent) = $\frac{DDL}{UEW}$

99 %

Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$

99 %

Duplicate columns 1-8
from the previous card.

Module V D Format 0 4
9 10 11 12

VEHICLE DESCRIPTION VD-1

MAKE: Mercury
MODEL: Mountaineer

CARGO: 136 kg free weights
and bench

VIN 4 M T Z U 5 5 P L X U 0 0 0 0 0
13 29

MANUFAC/BODY CODE

12215
30 34

MAKE/MODEL CODE

0952
38

MODEL YEAR

1999
39 42

VEHICLE MASS (kg)

002206
43 48

ODOMETER (km)

(ENTER 9'S IF UNKNOWN)

(ENTER 8'S IF ELECTRONIC)

026648
49 54

NUMBER OF OCCUPANTS

(ENTER 9'S IF UNKNOWN)

01
56

TRAVELING SPEED (km/h)

995
59

(000) PARKED OR STOPPED * just starting
(995) JUST STARTING UP
(996) BACKING UP up after light turnal
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN) green
(998) SPEED EXCESSIVE (BUT UNKNOWN)
(999) UNKNOWN

STOLEN VEHICLE

- (0) NO
(1) YES
(8) NOT COLLECTED
(9) UNKNOWN

8
62

BODY STRUCTURE

- (1) BODY & FRAME
(2) UNITIZED
(3) INTEGRAL-STUB FRAME
(4) BODY & PLATFORM FRAME
(E.G. VW BUG)
(5) PARTIALLY UNITIZED
(7) OTHER:
(9) UNKNOWN

2
63

TRANSMISSION

- (0) NONE
(1) AUTOMATIC
(2) MANUAL
(9) UNKNOWN

1
64

VEHICLE TYPE

PASSENGER VEHICLE

- (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)
(12) 2-DOOR SEDAN OR COUPE
(ANY UPPER B-PILLAR)
(13) 4-DOOR HARDTOP
(14) 4-DOOR SEDAN
(15) STATION WAGON
(16) CONVERTIBLE
(18) OTHER PASS. VEH. :
(19) PASSENGER VEHICLE, TYPE UNKNOWN

21
60 61

MULTIPURPOSE PASSENGER VEHICLE

- (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)
(22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
(23) VAN, SIZE UNKNOWN
(24) VAN, SMALL (MINI)
(25) VAN, LARGE
(29) MPV, TYPE UNKNOWN
(30) MOTOR HOME

TRUCK

- (31) PICKUP TRUCK, UNKNOWN
(32) PICKUP TRUCK, SMALL (DOWNSIZED)
(33) PICKUP TRUCK, LARGE
(99) UNKNOWN

LOCATION OF TRANSMISSION
SELECTOR LEVER

- (1) FLOOR
(2) CONSOLE
(3) COLUMN
(7) OTHER:
(9) UNKNOWN

3
65

STEERING

- (1) POWER
(2) MANUAL
(9) UNKNOWN

1
66

BRAKES

- (1) POWER
(2) MANUAL
(9) UNKNOWN

1
67

TYPE OF BRAKES

- (1) DRUM, ALL WHEELS
- (2) DISC, FRONT WHEELS
- (3) DISC, ALL WHEELS
- (9) UNKNOWN

2
68

BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED
- (1) TWO-WHEEL
- (2) FOUR-WHEEL
- (7) EQUIPPED, UNKNOWN WHEELS
- (9) UNKNOWN

1
69

AIR CONDITIONING IN VEHICLE

- (0) NO
- (1) YES
- (8) NOT COLLECTED
- (9) UNKNOWN

8
70

TYPE OF DRIVE

- (1) REAR WHEEL
- (2) FRONT WHEEL
- (3) FOUR WHEEL
- (4) ALL WHEEL DRIVE
- (9) UNKNOWN

1
71

DUAL REAR WHEELS

- (0) NO
- (1) YES
- (9) UNKNOWN

0
72

ORIGINAL TYPE OF RESTRAINT SYSTEM

- (1) ACTIVE BELT
- (2) PASSIVE BELT
- (3) AIRBAG
- (4) KNEE BOLSTERS
- (7) OTHER: _____
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

3
73

EQUIPPED WITH ROLL BAR

- (0) NO
- (1) YES
- (9) UNKNOWN

0
74

TYPE OF ROOF

- (0) NONE
- (1) SOLID
- (2) T-TOP CLOSED
- (3) T-TOP OPEN
- (4) SUN ROOF CLOSED
- (5) SUN ROOF OPEN
- (6) CONVERTIBLE CLOSED
- (7) CONVERTIBLE OPEN
- (8) OTHER: _____
- (9) UNKNOWN

4
75

WHEELBASE (cm)
(999) Unknown

283
76 77 78

PLASTIC ANTI-LACERATIVE
INNER LAYER GLASS EQUIPPED

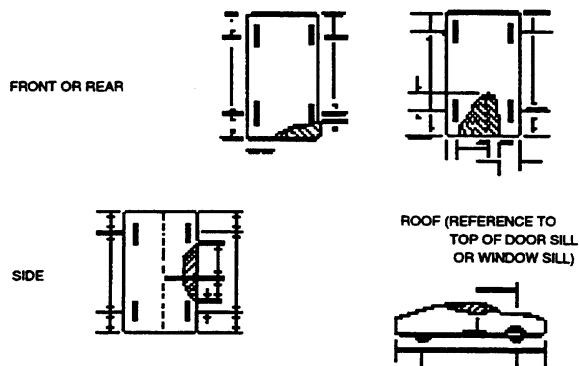
- (0) NONE
- (1) WINDSHIELD
- (2) WINDSHIELD AND SIDE
- (7) OTHER
- (9) UNKNOWN

0
79

FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

EXAMPLES:



Duplicate columns 1-8
from the previous card.

Module V D Format 0 2
9 10 11 12

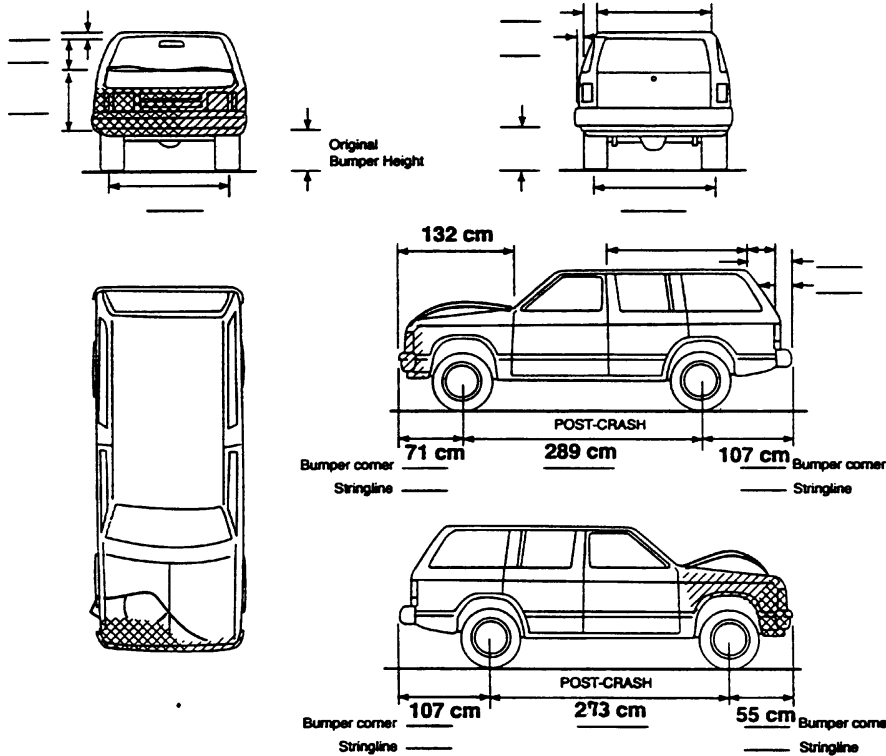
VEHICLE DESCRIPTION VD-3

ORIGINAL SPECIFICATIONS

| | | | |
|---------------------|----------------|----------------------------|---------------|
| Wheelbase | <u>283</u> cm | Front Overhang | <u>086</u> cm |
| Curb Weight | <u>2206</u> kg | Rear Overhang | <u>112</u> cm |
| Average Track Width | <u>149</u> cm | Undeformed End Width (UEW) | <u>150</u> cm |
| Overall Length | <u>481</u> cm | Engine Displacement | <u>5.0</u> L |
| Overall Width (OAW) | <u>178</u> cm | Engine: # of Cylinders | <u>08</u> |

VEHICLE DAMAGE

MEASUREMENTS IN CENTIMETERS



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 100 cm

Front-End Overlap (Percent) = $\frac{DDL}{UEW}$

67 %

Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$

64 %

Duplicate columns 1-8
from the previous card.

Module D A Format 0 2
9 10 11 12

DAMAGE DA-1

| PRIMARY | CASE VEHICLE PRIMARY CDC | CONTACTED VEHICLE ASSOCIATED CDC |
|---------------------|------------------------------|----------------------------------|
| EVENT NUMBER | 1 13 | |
| IMPACT SPEED (km/h) | 999 14 15 16 | 999 35 36 37 |
| ESTIMATED BY | 1 17 | 1 38 |
| CRUSH (cm) | 042 Above bumper 18 19 20 | 015 39 40 41 |
| CDC #1 | 12.FZEW.2 21 27 | 06.BYEW.2 42 48 |
| CDC #2 | 98.00000.0 28 34 | 98.00000.0 49 55 |

Duplicate columns 1-8
from the previous card.

Module D A Format 0 3
9 10 11 12

| SECONDARY | CASE VEHICLE SECONDARY CDC | CONTACTED VEHICLE ASSOCIATED CDC |
|---------------------|----------------------------|----------------------------------|
| EVENT NUMBER | 8 13 | |
| IMPACT SPEED (km/h) | | |
| ESTIMATED BY | | |
| CRUSH (cm) | | |
| CDC #1 | | |
| CDC #2 | | |

CODES

EVENT NUMBER

(8) NOT APPLICABLE
(9) UNKNOWN

IMPACT SPEED

(998) NOT APPLICABLE
(999) UNKNOWN

IMPACT SPEED ESTIMATOR

(1) INVESTIGATOR
(2) DRIVER
(3) POLICE
(4) "CRASH" PROGRAM
(5) OTHER COMPUTER PROGRAM
SPECIFY: _____
(7) OTHER: _____
(8) NOT APPLICABLE
(NO VEHICLE/NO IMPACT)

CRUSH

(998) NOT APPLICABLE
(NO VEHICLE/DAMAGE)
(999) UNKNOWN

CDC

(9800000) NOT APPLICABLE
(9900000) UNKNOWN

Duplicate columns 1-8
from the previous card.Module D A Format 0 1
9 10 11 12

DAMAGE DA-2

MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 042
13 15RIGHT SIDE 000
16 18REAR 000
19 21LEFT SIDE 000
22 24ROOF 000
25 27OTHER 000
28 30CHRONOLOGICAL SEQUENCE
OF DAMAGE/INJURY PRODUCING CRASH EVENTS
FOR CASE VEHICLENOTE: IF CHRONOLOGICAL ORDER
IS UNKNOWN, EVENT
ORDER IS OPTIONAL.DO YOU KNOW THIS TABLE
TO BE IN CHRONOLOGICAL ORDER? 1

31

(0) NO
(1) YES

| EVENT NUMBER | IMPACT LOCATION (1) ON ROADWAY (2) SHOULDER/MEDIAN/GORE (3) ON ROADSIDE (4) OUTSIDE ROADSIDE RIGHT-OF-WAY (5) OTHER (6) OFF ROADWAY, LOC. UNK. (9) UNKNOWN | IMPACT CONFIGURATION FOR CODES, SEE TABLE ON PAGE DA-3. | OBJECT/VEHICLE CONTACTED FOR CODES, SEE TABLE ON PAGE DA-4. |
|-----------------|--|--|--|
| # 1 | <u>1</u> 32 | <u>14</u> 34 | <u>11</u> 36 |
| #2 | <u> </u> 37 | <u> </u> 39 | <u> </u> 41 |
| #3 | <u> </u> 42 | <u> </u> 44 | <u> </u> 46 |
| #4 | <u> </u> 47 | <u> </u> 49 | <u> </u> 51 |
| #5 | <u> </u> 52 | <u> </u> 54 | <u> </u> 56 |
| #6 | <u> </u> 57 | <u> </u> 59 | <u> </u> 61 |
| #7 | <u> </u> 62 | <u> </u> 64 | <u> </u> 66 |

CODES FOR IMPACT CONFIGURATION

FRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

UNKNOWN

- (99) IMPACT TYPE UNKNOWN

CODES FOR VEHICLE/OBJECT CONTACTED

VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

| SIZE | WHEELBASE |
|--------------|--------------------------------|
| SUB-MINI | < 2286 mm (< 90") |
| MINI | 2286 - 2412 mm (90" - 94.9") |
| SUB-COMPACT | 2413 - 2539 mm (95" - 99.9") |
| COMPACT | 2540 - 2666 mm (100" - 104.9") |
| INTERMEDIATE | 2667 - 2793 mm (105" - 109.9") |
| FULL | 2794 - 2920 mm (110" - 114.9") |
| LARGE | 2921 - 3174 mm (115" - 124.9") |
| LIMOUSINE | > 3175 mm (> 125") |

MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES

Duplicate columns 1-8
from the previous card.

Module C R Format 0 1
9 10 11 12

CRASH RECONSTRUCTION CR-1

for ΔV

| | CASE VEHICLE PRIMARY IMPACT | | CASE VEHICLE SECONDARY IMPACT | |
|--|-----------------------------|------------------------|-------------------------------|-------------------------|
| | CASE VEHICLE | CONTACTED VEHICLE | CASE VEHICLE | CONTACTED VEHICLE |
| EVENT NUMBER | <u>1</u> 13 | | <u>47</u> | |
| ΔV (km/h) TOTAL | <u>020</u> 14 15 16 | <u>017</u> 32 33 34 | <u> </u> 48 49 50 | <u> </u> 66 67 68 |
| LONGITUDINAL* | <u>-020</u> 17 20 | <u>+017</u> 35 38 | <u> </u> 51 54 | <u> </u> 69 72 |
| LATERAL* | <u>+000</u> 21 24 | <u>+000</u> 39 42 | <u> </u> 55 58 | <u> </u> 73 76 |
| *NOTE: THESE ΔV COMPONENTS MUST INCLUDE SIGN. | | | | |
| EXAMPLES: 10 km/h = <u>+010</u> -7 km/h = <u>-007</u> | | | | |
| ENERGY DISSIPATED BY CRUSH (kj) | <u>0050</u> 25 28 | <u>0021</u> 43 46 | <u> </u> 59 62 | <u> </u> 77 80 |
| RECONSTRUCTION | <u>49961</u> | <u>20649</u> | | |
| (01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL | <u>21</u> 29 30 | | <u> </u> 63 64 | |
| (21) RECONSTRUCTED, LOW CONFIDENCE LEVEL | | | | |
| (22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL | | | | |
| (23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL | | | | |
| NOT RECONSTRUCTED BECAUSE | | | | |
| (02) INSUFFICIENT DATA | | | | |
| (03) EXCESSIVE UNDERRIDE/ OVERRIDE | | | | |
| (04) ROLLOVER | | | | |
| (05) VAULTING | | | | |
| (06) OTHER TRAVEL IN MORE THAN ONE PLANE | | | | |
| (07) NON-HORIZONTAL FORCE | | | | |
| (08) SIDESWIPE-TYPE DAMAGE | | | | |
| (09) YIELDING OBJECT | | | | |
| (10) OTHER: _____ | | | | |
| (11) AT LEAST ONE VEHICLE BEYOND SCOPE | | | | |
| (12) OTHER VEHICLE NOT INSPECTED | | | | |
| MODE | <u>2</u> 31 | | <u> </u> 65 | |
| (1) CDC ONLY | | | | |
| (2) CDC & DETAILED DAMAGE | | | | |
| (3) TRAJECTORY & CDC | | | | |
| (4) TRAJECTORY & CDC & DETAILED DAMAGE | | | | |
| (5) NOT RECONSTRUCTED | | | | |
| COMPUTER PROGRAM SPECIFY: _____ | | | | |

Duplicate columns 1-8
from the previous card.

Module C R Format 0 2
9 10 11 12

CRASH RECONSTRUCTION CR-2

for EBS

| | CASE VEHICLE PRIMARY IMPACT | | CASE VEHICLE SECONDARY IMPACT | |
|--|-----------------------------|------------------------|-------------------------------|-------------------|
| | CASE VEHICLE | CONTACTED VEHICLE | CASE VEHICLE | CONTACTED VEHICLE |
| EVENT NUMBER | <u>1</u> 13 | | <u>47</u> | |
| EBS (km/h) TOTAL | <u>027</u> 14 15 16 | <u>018</u> 32 33 34 | <u>48 49 50</u> | <u>66 67 68</u> |
| LONGITUDINAL* | <u>-027</u> 17 20 | <u>+018</u> 35 38 | <u>51 54</u> | <u>69 72</u> |
| LATERAL* | <u>+000</u> 21 24 | <u>+000</u> 39 42 | <u>55 58</u> | <u>73 76</u> |
| *NOTE: THESE EBS COMPONENTS MUST INCLUDE SIGN. | | | | |
| EXAMPLES: 10 km/h = <u>+010</u> -7 km/h = <u>-007</u> | | | | |
| ENERGY DISSIPATED BY CRUSH (kj) | <u>0050</u> 25 28 | <u>0020</u> 43 46 | <u>59 62</u> | <u>77 80</u> |
| RECONSTRUCTION | <u>49961</u> | <u>20025</u> | | |
| (01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL | <u>22</u> 29 30 | | <u>63 64</u> | |
| (21) RECONSTRUCTED, LOW CONFIDENCE LEVEL | | | | |
| (22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL | | | | |
| (23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL | | | | |
| NOT RECONSTRUCTED BECAUSE | | | | |
| (02) INSUFFICIENT DATA | | | | |
| (03) EXCESSIVE UNDERRIDE/ OVERRIDE | | | | |
| (04) ROLLOVER | | | | |
| (05) VAULTING | | | | |
| (06) OTHER TRAVEL IN MORE THAN ONE PLANE | | | | |
| (07) NON-HORIZONTAL FORCE | | | | |
| (08) SIDESWIPE-TYPE DAMAGE | | | | |
| (09) YIELDING OBJECT | | | | |
| (10) OTHER: _____ | | | | |
| (11) AT LEAST ONE VEHICLE BEYOND SCOPE | | | | |
| (12) OTHER VEHICLE NOT INSPECTED | | | | |
| MODE | <u>2</u> 31 | | <u>65</u> | |
| (1) CDC ONLY | | | | |
| (2) CDC & DETAILED DAMAGE | | | | |
| (3) TRAJECTORY & CDC | | | | |
| (4) TRAJECTORY & CDC & DETAILED DAMAGE | | | | |
| (5) NOT RECONSTRUCTED | | | | |
| COMPUTER PROGRAM SPECIFY: _____ | | | | |

Duplicate columns 1-8
from the previous card.

Module C R Format 0 3
9 10 11 12

CRASH RECONSTRUCTION CR-3

- NOTES:
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
 2. MEASURE C_1 TO C_6 FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
 3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
 4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

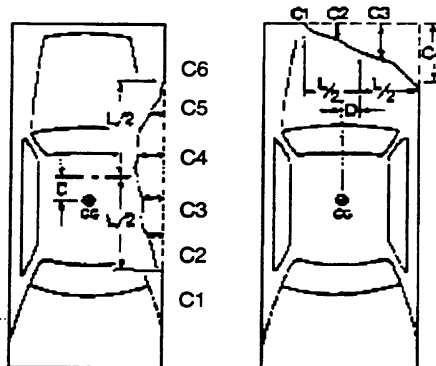
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage | Location of Field L |
|---------------------|--------------------------------|---------------------|
| 1 | Begins (R) front bumper corner | B.C. to B.C. |
| | | |
| | | |

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other Averaged
- (9) Unknown



DL 100

UDL 50

CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

| Specific Impact Number | Plane of Impact C-Measur. | Direct Damage | | Field L | C ₁ | C ₂ | C ₃ | C ₄ | C ₅ | C ₆ | ±D |
|------------------------|---------------------------|---------------|-----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| | | Length (DDL) | Max Crush | | | | | | | | |
| | Bumper | 100 | C6 | 142 | 12 | 6 | 5 | 24 | 16 | 24 | +21 |
| | -Freospace | | | | -10 | -1 | -0 | -0 | -1 | -10 | |
| | | | | | | 5 | 5 | 24 | 15 | 14 | |
| | Above bumper | | 45 | | 15 | 13 | 28 | 42 | 48 | 61 | |
| | -Freospace | | | | -16 | -11 | -10 | -10 | -11 | -16 | |
| | SUM | | | | 0 | 2 | 18 | 32 | 37 | 45 | |
| | Averaged | | | | N/A | N/A | 23 | N/A | 52 | 59 | |
| | Stringline adj | | -3 | | | | 12 | | 26 | 30 | |
| | | | | | -3 | -3 | -3 | -3 | -3 | -3 | |
| 1 | 5 | 100 | 042 | 142 | 000 | 002 | 009 | 021 | 023 | 027 | +021 |
| 13 | 14 | 15 16 17 | 18 19 20 | 21 22 23 | 24 25 26 | 27 28 29 | 30 31 32 | 33 34 35 | 36 37 38 | 39 40 41 | 42 43 44 45 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 2 | | | | | | | | | | | |

Stringline is +484 cm from rear plane of vehicle

Duplicate columns 1-8
from the previous card.

Module C R Format 0 4
9 10 11 12

CRASH RECONSTRUCTION CR-4

NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE C_1 TO C_6 FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

OTHER VEHICLE

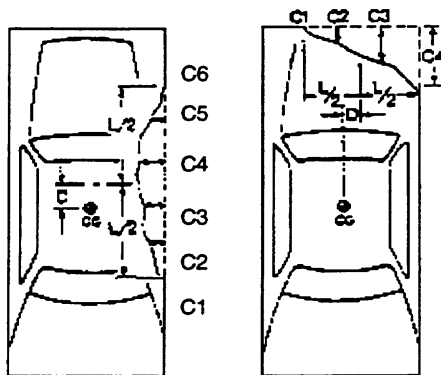
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage | Location of Field L |
|---------------------|------------------------------|---------------------|
| 1 | Begin (L) rear bumper corner | B.C. to B.C. |
| | | |
| | | |

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other _____
- (9) Unknown



DL 100

UDL 80

CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

| Specific Impact Number | Plane of Impact C-Measur. | Direct Damage | | Field L | C ₁ | C ₂ | C ₃ | C ₄ | C ₅ | C ₆ | ±D |
|------------------------|---------------------------|---------------|-----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| | | Length (DDL) | Max Crush | | | | | | | | |
| 1 | Bumper | 100 | C1 | 177 | 15 | 6 | 9 | 1 | 0 | 0 | -40 |
| | Stringline adj. | | | | +2 | +2 | +2 | +2 | +2 | +2 | |
| | -Free space | | | | -2 | 0 | 0 | 0 | 0 | -2 | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 1 | 1 | 100 | 015 | 177 | 015 | 008 | 011 | 003 | 002 | 000 | -040 |
| 13 | 14 | 15 16 17 | 18 19 20 | 21 22 23 | 24 25 26 | 27 28 29 | 30 31 32 | 33 34 35 | 36 37 38 | 39 40 41 | 42 43 44 45 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 2 | | | | | | | | | | | |

Stringline set -160 from rear axle

Duplicate columns 1-8
from the previous card.

Module W T Format 0 1
9 10 11 12

WHEELS AND TIRES

WT-1

WHEELS--DAMAGED

- (0) NO
(1) YES
(9) UNKNOWN

LF

0
13

RF

0

RR

0

LR

0
16

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF

P23575R15
25

RF

P23575R15
35

RR

P23575R15
45

LR

P23575R15
55

TIRE TREAD TYPE

- (1) REGULAR
(2) SNOW
(3) SLICKS
(4) ALL WEATHER (MS)
(7) OTHER: _____
(9) UNKNOWN

LF

4
17

RF

4

RR

4

LR

4
20

CARCASS CONSTRUCTION

- (1) BIAS
(2) BELTED BIAS
(3) RADIAL
(4) ELLIPTICAL
(5) HI PRESSURE SPARE
(6) SPACE SAVER SPARE
(7) OTHER: _____
(9) UNKNOWN

LF

3
21

RF

3

RR

3

LR

3
24

IF VEHICLE IS EQUIPPED WITH DUAL
WHEELS, COMPLETE FOR OUTER WHEELS
AND MAKE NOTES ON INNER WHEELS.

NOTES: _____

Duplicate columns 1-8
from the previous card.

Module F T Format 0 1
9 10 11 12

FUEL AND FUEL TANKS FT-1

| | | | |
|---|---------------------|--|---------------------|
| TYPE OF PROPULSIVE FUEL (1) GASOLINE (2) DIESEL OIL (3) LPG (4) ELECTRIC (7) OTHER: _____ (9) UNKNOWN | <u>1</u> 13 | AUXILIARY TANK TYPE (1) OEM TANK (2) AFTER MARKET TANK (8) NOT APPLICABLE (NOT EQUIPPED) (9) UNKNOWN | <u>8</u> 21 |
| MAIN TANK LOCATION | <u>322</u> 14 16 | AUXILIARY TANK LOCATION | <u>888</u> 22 24 |
| MAIN FILLER CAP LOCATION | <u>113</u> 17 19 | AUXILIARY FILLER CAP LOCATION | <u>888</u> 25 27 |
| MAIN TANK MATERIAL | <u>1</u> 20 | AUXILIARY TANK MATERIAL | <u>8</u> 28 |

TANK AND FILLER CAP LOCATION CODES

FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8
from the previous card.

Module F L Format 0 1
9 10 11 12

FUEL LEAKAGE FL-1

DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

(1) YES COMPLETE PAGE.



13

| LEAK NUMBER | I LEAKING COMPONENT | II COMPONENT SOURCE | III TYPE OF DAMAGE | IV SEVERITY OF DAMAGE | V LOCATION OF LEAK | EVENT NUMBER |
|----------------|---------------------------|---------------------------|--------------------------|-----------------------------|--------------------------|-----------------|
| #1 | <u>14</u> <u>15</u> | — | — | — | — — | <u>21</u> |
| #2 | <u>22</u> <u>23</u> | — | — | — | — — | <u>29</u> |
| #3 | <u>30</u> <u>31</u> | — | — | — | — — | <u>37</u> |
| #4 | <u>38</u> <u>39</u> | — | — | — | — — | <u>45</u> |
| #5 | <u>46</u> <u>47</u> | — | — | — | — — | <u>53</u> |

I LEAKING COMPONENT

TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN
- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

V LOCATION OF LEAK

FIRST DIGIT
(LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

SECOND DIGIT
(LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8
from the previous card.

Module F R Format 0 1
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

(1) YES COMPLETE PAGE.

0
13

DID FIRE START IN CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

14

SEVERITY OF FIRE DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (9) UNKNOWN

16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE
- (2) SLOW/MODERATE
- (9) UNKNOWN

15

DID AN INJURY TO CASE
VEHICLE OCCUPANT RESULT FROM
FIRE IN OR ON CASE VEHICLE?

- (0) NO
- (1) YES
- (9) UNKNOWN

17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8
from the previous card.

Module E D Format 0 1
9 10 11 12

EXTERIOR DAMAGE

ED-1

HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

HOOD LATCH(ES)- -RELEASED

-DAMAGED

-JAMMED

HOOD HINGES- -LEFT, DAMAGED

-LEFT, SEPARATED
(COMPLETE)

-RIGHT, DAMAGED

-RIGHT, SEPARATED
(COMPLETE)

HOOD REMAINED ON VEHICLE

REAR EDGE OF HOOD- -ELEVATED

-CONTACTED WINDSHIELD

-PENETRATED WINDSHIELD

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE
- (2) COWL AREA
- (3) SIDE
- (8) NOT APPLICABLE
- (9) UNKNOWN

STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE
- (1) FLEXIBLE MATERIAL
- (2) POT
- (3) SINGLE U-JOINT
- (4) DOUBLE U-JOINT
- (5) FLEXIBLE CABLE
- (6) COMBINATION OF ABOVE
(CIRCLE EACH)
- (7) OTHER: _____
- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN, IF EQUIPPED

COUPLING- -DAMAGED

(USE CODES
FROM HOOD
PERFORMANCE)

-SEPARATED
(COMPLETE)

ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED
- (01) - (07) SEE UNITS ON PAGE ED-2
- (88) NOT COLLECTED
- (97) OTHER: _____
- (98) EQUIPPED, TYPE UNKNOWN
- (99) UNKNOWN IF EQUIPPED

ORIGINAL LENGTH (mm)

F (OR H): _____

TELESCOPED LENGTH (mm)

G: _____

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO
COMPRESSION
- (992) COMPRESSED, AMOUNT
UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT
EQUIPPED)
- (999) UNKNOWN

ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO
- (1) YES
- (9) UNKNOWN

LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

8
 34

LEFT DOORS

HOW DID DOORS
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
 (2) DOOR-LATCH SEPARATION
 (3) LATCH-STRIKER SEPARATION
 (4) STRIKER-PILLAR SEPARATION
 (5) BODY DISTORTION
 (6) COMBINATION OF ABOVE
 (CIRCLE EACH)
 (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO
 (1) YES
 (4) NO SEPARATION, BUT DAMAGED
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

-A-PILLAR, UPPER

Ø
 35

LOWER

Ø
 36

-B-PILLAR, UPPER

Ø
 37

LOWER

Ø
 38

-C-PILLAR, UPPER

Ø
 39

LOWER

Ø
 40

-D-PILLAR, UPPER

Ø
 41

LOWER

Ø
 42

-FRONT

Ø
 43

-REAR

Ø
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO
 (1) YES
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

-FRONT

Ø
 45

-REAR

Ø
 46

REAR DOOR

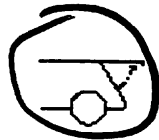
REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
- (1) HATCHBACK
- (2) ONE-WAY TAILGATE
- (3) TWO-WAY TAILGATE
- (4) CLAMSHELL/DISAPPEARING TAILGATE
- (5) SINGLE DOOR
- (6) DOUBLE DOOR
- (9) UNKNOWN

Hatchback



One-way



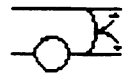
Two-way



or



Clamshell



Single door



Double door

HOW DID DOOR
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
- (2) DOOR-LATCH SEPARATION
- (3) LATCH-STRIKER SEPARATION
- (4) STRIKER-PILLAR SEPARATION
- (5) BODY DISTORTION
- (6) COMBINATION OF ABOVE
(CIRCLE EACH)
- (7) OPENED, REASON UNKNOWN
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

DOOR JAMMED CLOSED

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN



47

OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA
DAMAGED DURING COLLISION?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

8

50

SPARE TIRE

- (0) NO SPARE TIRE
- (1) NOT ATTACHED BEFORE COLLISION
- (2) ATTACHED, NOT SEPARATED IN COLLISION
- (3) ATTACHED, SEPARATED DUE TO COLLISION
- (8) NOT COLLECTED
- (9) UNKNOWN

8

51

TRAILER HITCH TYPE

- (0) NO HITCH

BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
- (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
- (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
- (4) LOAD EQUALIZING

OTHER TYPES

- (5) RING-AND-PINTLE
- (6) FIFTH-WHEEL (INCL. P/U)
- (7) OTHER (E.G. CLEVIS-AND-PIN)
- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN IF EQUIPPED



52

TRAILER TYPE
(AT TIME OF COLLISION)

- (0) NO TRAILER
- (1) TRAVEL-TRAILER/CAMPER
- (2) MOBILE HOME
- (3) BOAT/SNOWMOBILE/ATV TRAILER
- (4) UTILITY TRAILER
- (5) TOWED CAR
- (7) OTHER: _____
- (8) TRAILER, TYPE UNKNOWN
- (9) UNKNOWN



53



48



49

RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN


 54

RIGHT DOORS

HOW DID DOORS
OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION
 (02) DOOR-LATCH SEPARATION
 (03) LATCH-STRIKER SEPARATION
 (04) STRIKER-PILLAR SEPARATION
 (05) BODY DISTORTION
 (06) COMBINATION OF ABOVE
 (CIRCLE EACH)
 (07) OPENED, REASON UNKNOWN
 (11) VAN RIGHT-REAR DOOR OPENED
 (ANY MECHANISM)

- (98) NOT APPLICABLE (NO DOOR)
 (99) UNKNOWN

RIGHT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO
 (1) YES
 (4) NO SEPARATION, BUT DAMAGED
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

-A-PILLAR, UPPER


 55

LOWER


 56

-B-PILLAR, UPPER


 57

LOWER


 58

-C-PILLAR, UPPER


 59

LOWER


 60

-D-PILLAR, UPPER


 61

LOWER


 62

-FRONT


 63 64

-REAR


 65 66

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO
 (1) YES
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

-FRONT


 67

-REAR


 68

VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR
 (1) TRACK (SLIDING) - RIGHT SIDE
 (2) SINGLE-HINGED - RIGHT SIDE
 (3) DOUBLE-HINGED - RIGHT SIDE
 (4) TRACK (SLIDING) - RIGHT & LEFT SIDE
 (5) SINGLE-HINGED - RIGHT & LEFT SIDE
 (6) DOUBLE-HINGED - RIGHT & LEFT SIDE
 (7) TRACK AND HINGED COMBINATION
 (8) NOT APPLICABLE (NOT A VAN)
 (9) UNKNOWN


 69

WINDSHIELD DAMAGE**WINDSHIELD CRACKED**

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

**WINDSHIELD BROKEN
(PLASTIC INTERLAYER TORN)**

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

**CRACKED OR BROKEN
BY OCCUPANT CONTACT**

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

EXTENT OF BOND SEPARATION

- (0) NONE
 (1) 1 - 20%
 (2) 21 - 40
 (3) 41 - 60
 (4) 61 - 80
 (5) 81 - 99
 (6) TOTAL
 (7) SEPARATED, AMOUNT
 UNKNOWN
 (8) NOT APPLICABLE
 (9) UNKNOWN

I
 70

⓪
 71

I
 72

⓪
 73

WINDSHIELD MARK ON CASE VEHICLE:**Unknown****WINDSHIELD CODE**

- (97) DESCRIBED BUT NOT CODED
 (98) NOT APPLICABLE (NO WINDSHIELD)
 (99) UNKNOWN

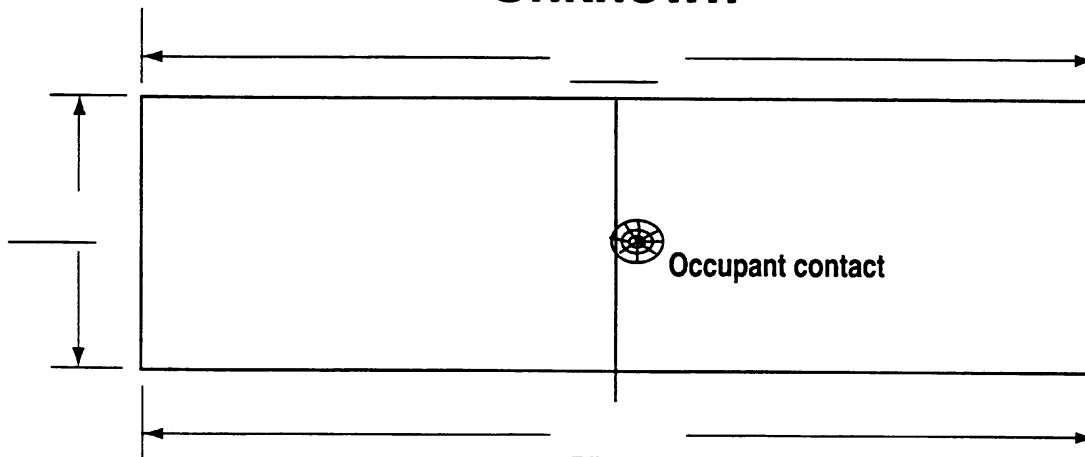
99
 74 75

Roof**DID T-ROOF/SUN ROOF OPEN
DURING COLLISION?**

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (NOT A T-ROOF OR SUN ROOF)
 (9) UNKNOWN

⓪
 76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.

Unknown

STEERING WHEEL

STEERING WHEEL RIM DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

NUMBER OF STEERING WHEEL SPOKES

- (9) UNKNOWN

STEERING WHL SPOKE DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

①
13

2
14

①
15

STEERING WHEEL POSITION AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE
NORMAL TOP OF THE WHEEL POINTED
WHEN THE COLLISION OCCURRED?

EXAMPLES

O'CLOCK = 12

O'CLOCK = 02



(NORMAL STRAIGHT
AHEAD)



O'CLOCK = 10

(99) UNKNOWN

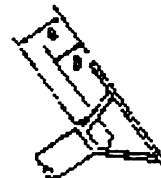
per driver

STEERING WHEEL ENERGY ABSORBING DEVICE



(1) EXAMPLES:

BARRACUDA, 70 - 74
CHALLENGER, 70 - 74
CAPRI, 71 - 77



(2) EXAMPLES:

OMNI, 78 -
HORIZON, 78 -

STEERING COLUMN OPTIONS

TILT FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED, UNK POSITION
- (2) UP
- (3) MIDDLE
- (4) LOWER
- (9) UNKNOWN IF EQUIPPED

SWING-AWAY FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

TELESCOPING FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

2
16

①
17

①
18

TYPE OF DEVICE

- (0) NONE
- (1) CONVOLUTED OR MESH CYLINDER
- (2) DEEP DISH STEERING WHEEL
- (7) OTHER: _____
- (8) NOT COLLECTED
- (9) UNKNOWN IF EQUIPPED

ORIGINAL DIMENSION (mm)

A: _____

DAMAGE DIMENSION (mm)

B: _____

DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT COMPRESSION
- (992) COMPRESSED, AMOUNT UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO MEASURE
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

8
19

8 8 8
20 22

STEERING WHEEL AND COLUMN SC-2

STEERING COLUMN ENERGY ABSORBING DEVICE

TYPE OF DEVICE * (IF 27 OR 28)

- (00) NOT EQUIPPED
- (88) NOT COLLECTED
- (99) UNKNOWN

ORIGINAL LENGTH (mm)

C: _____

COMPRESSED LENGTH (mm)

D: _____

BRACKET DEFLECTION (IF CODE 36, 48,
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE: ± 10)

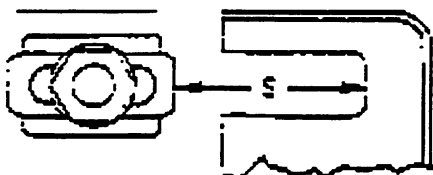
- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT
COMPRESSION
- (992) COMPRESSED, AMOUNT UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

* (ADD A & B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT & RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT
SEPARATION
- (992) SEPARATED, AMOUNT UNKNOWN
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION
- (1) UPWARD APPARENT ROTATION
- (2) DOWNWARD APPARENT ROTATION
- (9) UNKNOWN

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION
- (1) LEFT APPARENT ROTATION
- (2) RIGHT APPARENT ROTATION
- (9) UNKNOWN

STEERING WHEEL (CONTINUED)

STEERING WHEEL HUB DAMAGE

- (0) NONE
- (1) OCCUPANT CONTACT
- (2) AIRBAG
- (3) OTHER _____
- (9) UNKNOWN

0
33

8 8
23 24

8 8 8
25 27

8 8 8
28 30

0
31

0
32

1 = Definitely 2 = Probably 3 = Possible

INTRUSION IT-1

| Location of Intrusion | Intruded Component | (All Measurements Are in Centimeters) | | | Dominant Crush Direction |
|-----------------------|----------------------|---------------------------------------|------------------|-------------|--------------------------|
| | | Comparison Value | – Intruded Value | = Intrusion | |
| | | | – | = | |
| | None Apparent | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |
| | | | – | = | |

OCCUPANT CONTACT WORKSHEET

| Contact | Interior Component Contacted | Occupant No. if Known | Body Region if Known | Supporting Physical Evidence | Confidence Level of Contact Point |
|---------|------------------------------|-----------------------|----------------------|-------------------------------------|-----------------------------------|
| A | Sunroof molding | 1 | Head | Hair deposits | 1 |
| B | Sunvisor | 1 | Head/face | Skin deposit & vanity mirror broken | 1 |
| C | Windshield | 1 | Hand | Spider web pattern | 1 |
| D | Knee bolster | 1 | Knee | Cracked & scuff mark | 1 |
| E | | | | | |
| F | | | | | |
| G | | | | | |
| H | | | | | |
| I | | | | | |
| J | | | | | |
| K | | | | | |

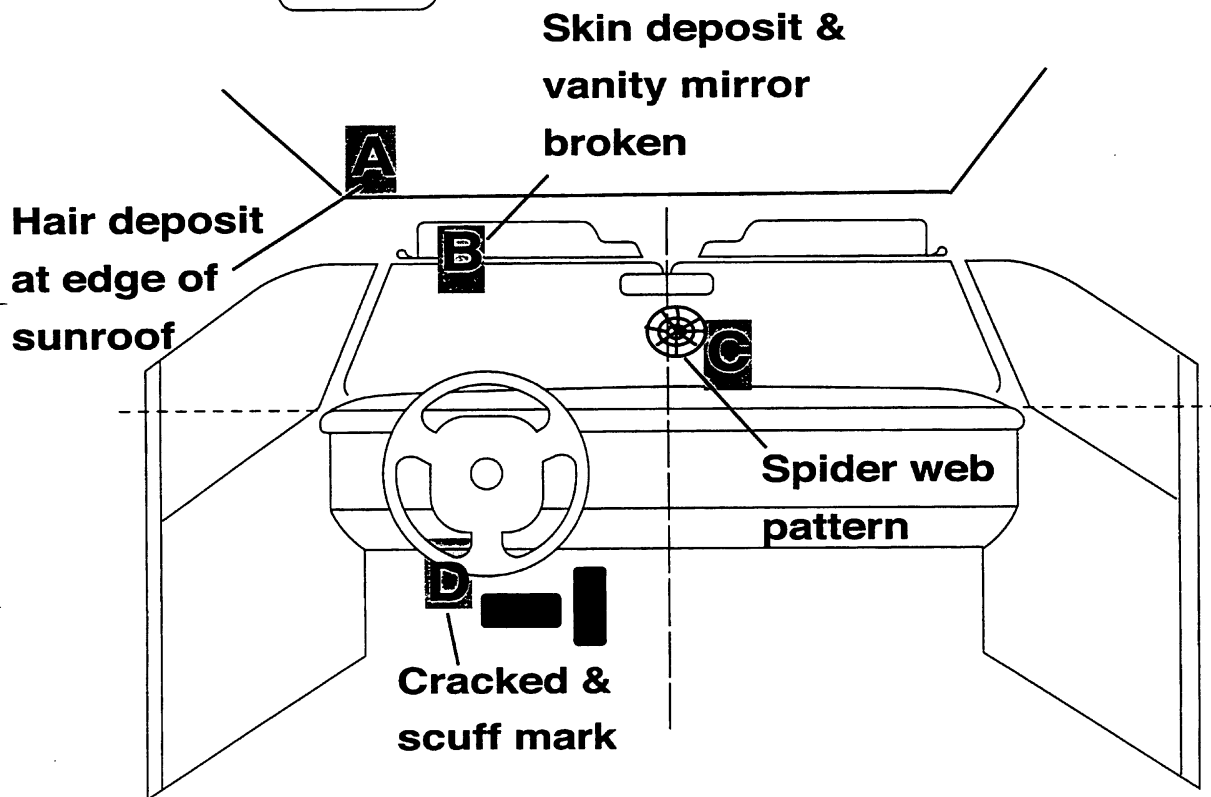
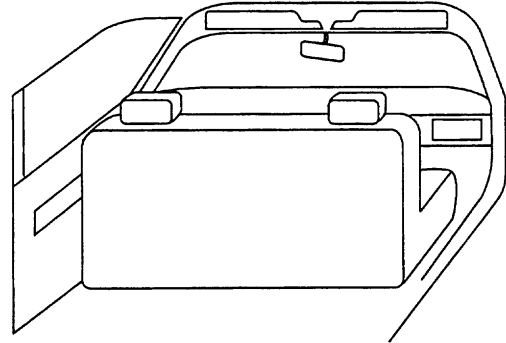
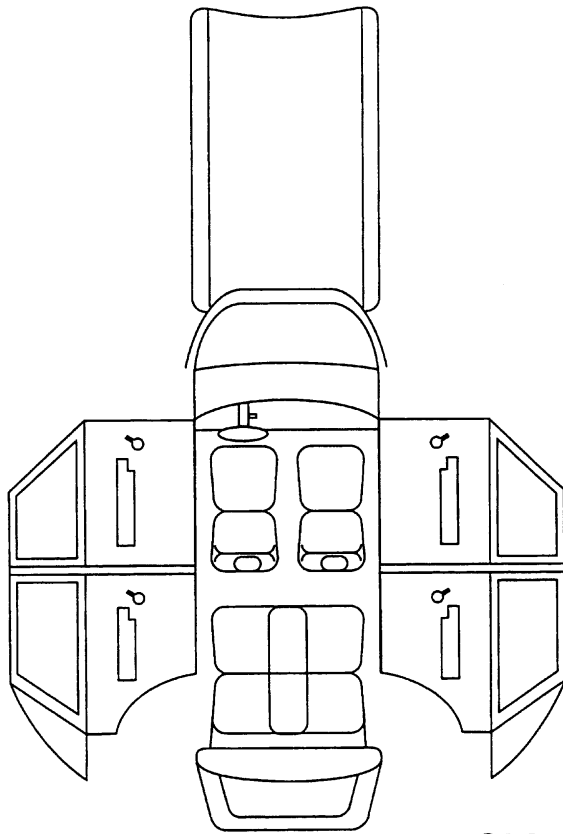
1 = Definitely 2 = Probably 3 = Possible

INTRUSION IT-1

| Location of Intrusion | Intruded Component | (All Measurements Are in Centimeters) | | | Dominant Crush Direction |
|-----------------------|----------------------|---------------------------------------|----------------|-----------|--------------------------|
| | | Comparison Value | Intruded Value | Intrusion | |
| | | - | - | = | |
| | None Apparent | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |
| | | - | - | = | |

OCCUPANT CONTACT WORKSHEET

| Contact | Interior Component Contacted | Occupant No. if Known | Body Region if Known | Supporting Physical Evidence | Confidence Level of Contact Point |
|---------|------------------------------|-----------------------|----------------------|-------------------------------------|-----------------------------------|
| A | Sunroof molding | 1 | Head | Hair deposits | 1 |
| B | Sunvisor | 1 | Head/face | Skin deposit & vanity mirror broken | 1 |
| C | Windshield | 1 | Hand | Spider web pattern | 1 |
| D | Knee bolster | 1 | Knee | Cracked & scuff mark | 1 |
| E | | | | | |
| F | | | | | |
| G | | | | | |
| H | | | | | |
| I | | | | | |
| J | | | | | |
| K | | | | | |



CODES FOR COLUMN B, OCCUPANT SPACE NUMBER

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- | | | | |
|--------------------------|------------------|-------------------------|---|
| (1) LEFT | (3) RIGHT | | INDIVIDUAL SEAT |
| (1) LEFT | (2) CENTER | (3) RIGHT | BENCH: FULL WIDTH 3 PASSENGER |
| (1) LEFT | (2) LEFT CENTER | (6) RIGHT CENTER | (3) RIGHT BENCH: FULL WIDTH 4 PASSENGER |
| (1) LEFT | (2) CENTER | (5) RIGHT & AISLE SPACE | BENCH: PARTIAL WIDTH, LEFT |
| (0) LEFT & SPACE | (2) CENTER | (5) RIGHT & SPACE | BENCH: PARTIAL WIDTH, CENTERED |
| (4) ENTIRE VEHICLE WIDTH | CARGO AREA | | |

EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR
5 PASSENGERS

| | | | |
|---|---|----|-------|
| X | X | 11 | 13 |
| X | X | 21 | 22 23 |

VAN
12 PASSENGER CAPACITY

| | | | |
|---|---|----|----------|
| X | X | 11 | 13 |
| X | X | X | 21 22 25 |
| X | X | X | 31 32 35 |
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CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)
(Y) Y-AXIS (LATERAL)
(Z) Z-AXIS (VERTICAL)

CODES FOR COLUMNS G, H, I & J, OCCUPANT & INJURY NUMBERS

| OCCUPANT NUMBER | INJURY NUMBER | CONTACT |
|--------------------|------------------|---|
| (00) | (00) | NO CONTACT |
| (##) | (00) | CONTACT, NO INJURY |
| (97) | (99) | CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN |
| (99) | (00) OR (99) | UNKNOWN IF CONTACT |

CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

INDIVIDUAL COMPONENT

INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (*DESCRIBE*)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER
COMPARTMENT BUT PART
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (*E.G. SPARE TIRE,
JACK. DESCRIBE.*)
- (49) UNKNOWN EXTERNAL OBJECT

GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- | | |
|------------------------|-------------------------|
| (50) WINDSHIELD HEADER | (60) ROOF |
| A-PILLAR | ROOF RAIL |
| ROOF SIDE RAIL | A-PILLAR |
| (51) INSTRUMENT PANEL | B-PILLAR |
| A-PILLAR | C-PILLAR |
| DOOR PANEL | WINDOW FRAME |
| (52) INSTRUMENT PANEL | DOOR PANEL |
| A-PILLAR | FLOOR PAN |
| WINDSHIELD HEADER | (61) INSTRUMENT PANEL |
| (53) DOOR PANEL | TOE PAN |
| B-PILLAR | WINDSHIELD HEADER |
| ROOF RAIL | A-PILLAR |
| (54) DOOR PANEL | ROOF RAIL |
| A-PILLAR | WINDOW FRAME |
| ROOF RAIL | DOOR PANEL |
| (55) INSTRUMENT PANEL | ROOF |
| FLOOR PAN | (62) ROOF |
| A-PILLAR | ROOF RAIL |
| DOOR FRAME | C-PILLAR |
| (56) ROOF RAIL | WINDOW FRAME |
| A-PILLAR | FLOOR PAN |
| B-PILLAR | SECOND SEAT |
| WINDOW FRAME | DOOR PANEL |
| (57) ROOF RAIL | (63) ROOF RAIL |
| A-PILLAR | ROOF |
| B-PILLAR | B-PILLAR |
| C-PILLAR | WINDOW FRAME |
| DOOR PANEL | FLOOR PAN |
| (58) ROOF | DOOR PANEL |
| ROOF RAIL | SECOND SEAT |
| WINDOW FRAME | FRONT SEAT |
| DOOR PANEL | (64) ROOF RAIL |
| (59) BACKLIGHT HEADER | ROOF OR CONVERTIBLE TOP |
| ROOF | A-PILLAR |
| C-PILLAR | B-PILLAR |
| THIRD SEAT-BACK | WINDOW FRAME |
| (65) WINDSHIELD | WINDOW HEADER |
| WINDSHIELD HEADER | (66) WINDSHIELD |
| ROOF SIDE RAIL | WINDSHIELD HEADER |
| (67) WINDSHIELD | A-PILLAR |
| (98) NOT APPLICABLE | |
| (99) UNKNOWN | |

Duplicate columns 1-8
from the previous card.

Module I T Format 0 1
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 

13

WAS INTRUSION CATASTROPHIC? _____

14

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.
(1) YES ANSWER NEXT QUESTION.
(9) UNKNOWN SKIP PAGE.

- (0) NO COMPLETE PAGE.
(1) YES SKIP PAGE.

Duplicate columns 1-8
from the previous card.

Module I T Format 0 2
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.
CODES FOR B, F, G, H, I, J ON PAGE IT-3
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

| A | B | C | D | E | F | G | H | I | J | K |
|---------------------|-------------------|-------------------------------------|------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------|------------------|--------------------|------------------|
| INTRUSION NUMBER | OCC. SPACE NO. | INTRUDING COMPONENT OR OBJECT | ASSOC. EVENT NO. | MAXIMUM INTRUSION X AXIS (cm) | MAXIMUM INTRUSION Y AXIS (cm) | MAXIMUM INTRUSION Z AXIS (cm) | OCCUPANT NUMBER | INJURY NUMBER | OCCUPANT NUMBER | INJURY NUMBER |
| 13-14 | 15-16 | 17-18 | 19 | 20-21 | 22-23 | 24-25 | 26-27 | 28-29 | 30-31 | 32-33 |
| <u>0</u> <u>1</u> | — — | — — | — | — — | — — | — — | — — | — — | — — | — — |
| <u>0</u> <u>2</u> | — — | — — | — | — — | — — | — — | — — | — — | — — | — — |
| <u>0</u> <u>3</u> | — — | — — | — | — — | — — | — — | — — | — — | — — | — — |
| <u>0</u> <u>4</u> | — — | — — | — | — — | — — | — — | — — | — — | — — | — — |
| <u>0</u> <u>5</u> | — — | — — | — | — — | — — | — — | — — | — — | — — | — — |
| <u>0</u> <u>6</u> | — — | — — | — | — — | — — | — — | — — | — — | — — | — — |
| <u>0</u> <u>7</u> | — — | — — | — | — — | — — | — — | — — | — — | — — | — — |

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8
from the previous card.

Module I T Format 0 3
9 10 11 12

NOTE: IF NO SIDE DOOR INTRUSION,
SKIP REMAINDER OF PAGE.

SIDE DOOR INTRUSION RESULTED FROM

| INTRUSION NUMBER | CAUSE | CODES FOR CAUSE: |
|---------------------|-------|---------------------|
| 13 | 15 | (1) DIRECT IMPACT |
| 16 | 18 | (2) INDUCED DAMAGE |
| 19 | 21 | (9) UNKNOWN |

IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED DOOR INTRUSION, CODE COMPONENT

| INTRUSION NUMBER | DAMAGED COMPONENT 1 | DAMAGED COMPONENT 2 | CODES FOR COMPONENTS |
|---------------------|------------------------|------------------------|-------------------------|
| A 22 23 | — | 25 | (0) NONE |
| B 26 27 | — | 29 | (1) A-PILLAR |
| C 30 31 | — | 33 | (2) B-PILLAR |
| D 34 35 | — | 37 | (3) C-PILLAR |
| | | | (4) LATCH/STRIKER |
| | | | (5) HINGES |
| | | | (7) OTHER: _____ |
| | | | (8) NOT APPLICABLE |
| | | | (9) UNKNOWN |

Duplicate columns 1-8
from the previous card.

Module 1 T Format 0 2
9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

-- ADDITIONAL PAGE --

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.
CODES FOR B, F, G, H, I, J ON PAGE IT-3
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

| A | B | C | D | E | F | G | H | I | J | K |
|---------------------|-------------------|-------------------------------------|------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------|------------------|--------------------|------------------|
| INTRUSION NUMBER | OCC. SPACE NO. | INTRUDING COMPONENT OR OBJECT | ASSOC. EVENT NO. | MAXIMUM INTRUSION X AXIS (cm) | MAXIMUM INTRUSION Y AXIS (cm) | MAXIMUM INTRUSION Z AXIS (cm) | OCCUPANT NUMBER | INJURY NUMBER | OCCUPANT NUMBER | INJURY NUMBER |
| 13-14 | 15-16 | 17-18 | 19 | 20-21 | 22-23 | 24-25 | 26-27 | 28-29 | 30-31 | 32-33 |
| <u>0 8</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>0 9</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 0</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 1</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 2</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 3</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 4</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 5</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 6</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 7</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 8</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>1 9</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>2 0</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>2 1</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>2 2</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>2 3</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>2 4</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |
| <u>2 5</u> | — — | — — — | — | — — — | — — — | — — — | — — — | — — — | — — — | — — — |

Duplicate columns 1-8
from the previous card.

Module 1 D Format 0 1
9 10 11 12

INTERIOR DAMAGE

ID-1

CODES:

(0) NO
(1) YES
(3) NO, and OCCUPANT CONTACT

(4) YES, and OCCUPANT CONTACT
(8) NOT APPLICABLE
(9) UNKNOWN

| | LEFT | RIGHT | | | |
|-----------------|------|-------|---|----|---------------------------|
| SIDES | | | FRONT | | INSTRUMENT PANEL |
| FRONT DOOR | ① | ① | FOOT CONTROLS | ① | UPPER PANEL |
| | 13 | 14 | | 45 | |
| FRONT HARDWARE | ① | ① | IGNITION KEYS | ① | MID PANEL |
| | 15 | 16 | | 46 | |
| FRONT ARMREST | ① | ① | REAR VIEW MIRROR | ① | LOWER PANEL |
| | 17 | 18 | | 47 | |
| FRONT GLASS | ① | ① | SUNVISOR/FITTINGS | 5 | ASHTRAY |
| | 19 | 20 | | 48 | |
| REAR DOOR AREA | ① | ① | (5) LEFT SIDE ONLY (6) RIGHT SIDE ONLY (7) BOTH SIDES | | CONTROL KNOBS & LEVERS |
| | 21 | 22 | | | |
| REAR HARDWARE | ① | ① | WINDSHIELD TOP MOLDINGS | ① | GLOVE COMPARTMENT AREA |
| | 23 | 24 | | 49 | |
| REAR ARMREST | ① | ① | LEFT A-PILLAR (UPPER OR LOWER) | ① | INSTRUMENTS |
| | 25 | 26 | | 50 | |
| REAR GLASS | ① | ① | RIGHT A-PILLAR (UPPER OR LOWER) | ① | PARKING BRAKE RELEASE |
| | 27 | 28 | | 51 | |
| ROOF SIDE RAIL | ① | ① | CENTER CONSOLE | ① | PARKING BRAKE PEDAL |
| | 29 | 30 | | 52 | |
| B-PILLAR | ① | ① | TRANSMISSION SELECTOR LEVER | ① | A/C OR UPPER VENT OUTLETS |
| | 31 | 32 | | 53 | |
| C-PILLAR | ① | ① | RIM, HORN, SPOKE | ① | HEATER OR A/C DUCTS |
| | 33 | 34 | | 54 | |
| D-PILLAR | ① | ① | | | RADIO |
| | 35 | 36 | | | |
| HEADLINING | ① | ① | | | OTHER: * _____ |
| | 37 | 38 | | | |
| ROOF STRUCTURE | ① | ① | | | |
| | 39 | 40 | | | |
| T-ROOF/SUN ROOF | 3 | ① | | | |
| | 41 | 42 | | | |
| OTHER: * _____ | 8 | 8 | | | |
| | 43 | 44 | | | |
| | | | | | REAR |
| | | | | | WINDOW |
| | | | | | |
| | | | | | WINDOW HEADER |
| | | | | | |
| | | | | | CONSOLES |
| | | | | | VERTICAL |
| | | | | | |
| | | | | | ROOF |
| | | | | | |

* MORE THAN ONE ITEM MAY BE NOTED.

Duplicate columns 1-8
from the previous card.

Module S T Format 0 2
9 10 11 12

SEATS

ST-1

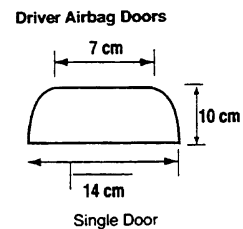
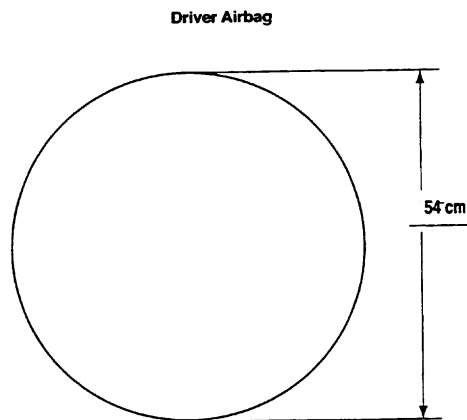
| FRONT SEAT | | DRIVER | PASSENR | FRONT SEAT-BACK | | DRIVER | PASSENR |
|--|--|--------------------|--------------------|---|--|----------------|----------------|
| TYPE OF FRONT SEAT (00) NO SEAT (01) STANDARD BENCH (02) SPLIT BACK, 50-50 (03) SPLIT BACK, DRIVER WIDE (04) SPLIT BACK, PASS. WIDE (05) BUCKET (06) CAPTAIN'S CHAIR (07) INDIV. BENCH, 50-50 (08) INDIV. BENCH, DRIVER WIDE (09) INDIV. BENCH, PASS. WIDE (97) OTHER: _____ (99) UNKNOWN | | <u>05</u> 13 14 | <u>05</u> 15 16 | SEAT-BACK TYPE (1) FORWARD FOLDING (2) RIGID (3) RECLINING (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN | | <u>3</u> 30 | <u>3</u> 31 |
| TYPE OF SEAT MOUNT (1) STANDARD (2) PEDESTAL (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN | | <u>1</u> 17 | <u>1</u> 18 | SEAT-BACK LOCK TYPE (0) NONE (1) MANUAL (2) INERTIA (3) POWER (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN | | <u>3</u> 32 | <u>1</u> 33 |
| SWIVEL MECHANISM EQUIPPED (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN | | <u>0</u> 19 | <u>0</u> 20 | LOCKS HELD (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN | | <u>1</u> 34 | <u>1</u> 35 |
| ORIGINAL EQUIPMENT SEATS (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN | | <u>1</u> 21 | <u>1</u> 22 | RECLINER MECHANISM HELD (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN | | <u>1</u> 36 | <u>1</u> 37 |
| CONTACT OF SEAT BY REAR OCCUPANT (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN | | <u>8</u> 23 | <u>8</u> 24 | HEAD RESTRAINT HEAD RESTRAINT TYPE (0) NONE (1) ADJUSTABLE (2) INTEGRAL (3) NOT INTEGRAL, BUT CANNOT BE REMOVED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN | | <u>2</u> 38 | <u>2</u> 39 |
| FRONT SEAT DAMAGE (0) NONE (1) BACKREST ONLY DAMAGED (2) CUSHION ONLY DAMAGED (3) BACKREST & CUSHION DAMAGED (8) NOT APPLICABLE (9) UNKNOWN | | <u>0</u> 25 | <u>0</u> 26 | REMOVED PRE-CRASH (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN | | <u>4</u> 40 | <u>8</u> 41 |
| CENTER ARMREST DAMAGED (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED | | <u>0</u> 27 | | ADJUSTMENT AT CRASH (1) UP (2) DOWN (8) NOT APPLICABLE (9) UNKNOWN | | <u>8</u> 42 | <u>8</u> 43 |
| FRONT SEAT ROTATION (0) NONE APPARENT (1) FORWARD APPARENT (2) REARWARD APPARENT (3) LEFT APPARENT (4) RIGHT APPARENT (5) MULTIPLE ROTATIONS SPECIFY _____ (8) NOT APPLICABLE (9) UNKNOWN | | <u>0</u> 28 | <u>0</u> 29 | HEAD RESTRAINT DAMAGE (0) NONE (1) DAMAGED BUT NOT SEPARATED (2) SEPARATED (8) NOT APPLICABLE (9) UNKNOWN | | <u>0</u> 44 | <u>0</u> 45 |

| FRONT SEAT ADJUSTMENT | | DRIVER | PASSENGER | SECOND SEAT (CONT.) | |
|--|--|---------|-----------|---|--|
| SEAT ADJUSTMENT TYPE | | | | CENTER ARMREST DAMAGED | |
| (0) NONE (RIGID) (1) MANUAL (2) POWER (7) OTHER: _____ (8) NOT APPLICABLE (NO SEAT) (9) UNKNOWN | | 2 46 | 2 47 | 8 60 | |
| ADJUSTMENT PROVIDED | | | | | |
| (1) 2-WAY (2) 4-WAY (3) 6-WAY (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN | | 3 48 | 3 49 | | |
| SEAT ADJUSTER DAMAGE | | | | SECOND SEAT-BACK | |
| (0) NONE (1) CHUCKING (FREE PLAY) (2) DEFORMED (RELEASED/JAMMED) (3) SEPARATED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN | | 0 50 | 0 51 | LEFT RIGHT | |
| SEAT ADJUSTER SEPARATION | | | | LOCKS | |
| (0) NONE (1) SEPARATED AT FLOOR (2) SEPARATION OF ADJUSTER (3) SEPARATED AT SEAT (8) NOT APPLICABLE (9) UNKNOWN | | 0 52 | 0 53 | FOR THE FOLLOWING, USE: | |
| PRE-CRASH POSITION | | | | (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN | |
| (1) FORWARD (2) MIDDLE (3) REARWARD (8) NOT APPLICABLE (9) UNKNOWN | | 2 54 | 2* 55 | LEFT OR CENTER, EQUIPPED | |
| | | | | LEFT OR CENTER, HELD | |
| | | | | (3) SEAT FOLDED DOWN | |
| | | | | RIGHT, EQUIPPED | |
| | | | | RIGHT, HELD | |
| | | | | (3) SEAT FOLDED DOWN | |
| SECOND SEAT | | LEFT | RIGHT | THIRD SEAT | |
| TYPE OF SECOND SEAT | | | | EQUIPPED | |
| (0) NONE (1) NON-FOLDING (2) FOLDING (3) CAPTAIN'S CHAIR (4) JUMP SEAT (5) INTEGRAL CHILD SEAT (6) LUGGAGE AREA ACCESS PANEL (9) UNKNOWN | | 2 56 | 2 57 | 0 69 | |
| | | | | BACKREST DAMAGED | |
| | | | | CUSHION DAMAGED | |
| | | | | 0 70 | |
| | | | | 0 71 | |
| | | | | 0 72 | |
| | | | | 0 73 | |
| | | | | 0 74 | |
| SECOND SEAT DAMAGE | | | | VEHICLE EQUIPPED WITH REAR HEAD RESTRAINTS | |
| (0) NONE (1) BACKREST ONLY (DAMAGED OR LOOSENED) (2) CUSHION ONLY (DAMAGED OR LOOSENED) (3) BACKREST & CUSHION (DAMAGED OR LOOSENED) (4) INTEGRAL CHILD SEAT (PRIORITY CODE) (5) LUGGAGE AREA ACCESS PANEL (DAMAGED OR LOOSENED) (8) NOT APPLICABLE (9) UNKNOWN | | 0 58 | 0 59 | (0) NOT EQUIPPED (OR REMOVED) (1) EQUIPPED (2) EQUIPPED & DAMAGED (8) NOT APPLICABLE (NO REAR SEAT) (9) UNKNOWN | |
| | | | | Applies to any rear-seat position | |

| | | | |
|---|---|--|---|
| <p style="text-align: center;">DRIVER SIDE</p> <p>LOCATION OF AIRBAG STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p> | <p style="text-align: center;">1 13</p> <p style="text-align: center;">1 14</p> | <p style="text-align: center;">PASSENGER SIDE</p> <p>LOCATION OF AIRBAG INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p> | <p style="text-align: center;">1 16</p> <p style="text-align: center;">1 17</p> |
| <p>CONDITION OF AIRBAG STEERING WHEEL</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p> | <p style="text-align: center;">Ø 15</p> | <p>CONDITION OF AIRBAG INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p> | <p style="text-align: center;">Ø 18</p> |
| <p style="text-align: center;">DRIVER SIDE</p> <p>AIRBAG STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER <i>2 straps</i> (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p> | <p style="text-align: center;">1 19</p> <p style="text-align: center;">Ø 20</p> | <p style="text-align: center;">PASSENGER SIDE</p> <p>AIRBAG INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p> | <p style="text-align: center;">Ø 21</p> <p style="text-align: center;">Ø 22</p> |

AIRBAG NUMBER ON DRIVER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR
DAMAGE ON DIAGRAM BELOW:

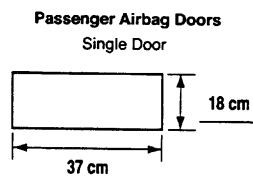
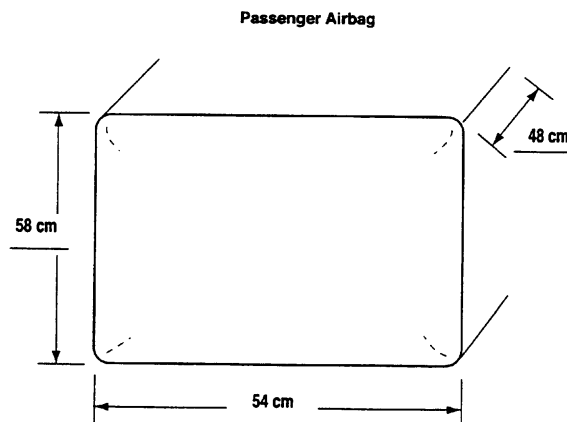


Vents: ☒ N
if yes, how many: 2

Tethers: ☒ N
if yes, how many: 2

AIRBAG NUMBER ON PASSENGER SIDE:

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR
DAMAGE ON DIAGRAM BELOW:



Vents: ☐ N
if yes, how many: 2

Tethers: Y ☒
if yes, how many: _____

NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,
ARE TO BE FILLED IN
FOR EACH CASE VEHICLE OCCUPANT,
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,
USE ADDITIONAL COPIES
OF PAGES OC-1, OC-2, OC-3,
AND IC-2 TO DESCRIBE THEM
AND ATTACH THE COPIES TO THIS REPORT.

Duplicate columns 1-8
from the previous card.

Module 0 C Format 0 2
9 10 11 12

OCCUPANT INFORMATION OC-1

OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

01
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER
(2) MOTOR VEHICLE PASSENGER
(NOT DRIVER)
(9) UNKNOWN

1
15

OCCUPANT POSITION

ROW LOCATION

- (1) FRONT
(2) SECOND
(3) THIRD
(4) FOURTH
(7) OTHER: _____
(8) EXTERNAL TO PASSENGER
COMPARTMENT (E.G. BED OF PICKUP)
(9) UNKNOWN

1
16

LATERAL LOCATION

- (1) LEFT
(2) LEFT CENTER
(3) CENTER
(4) RIGHT CENTER
(5) RIGHT
(6) ALL (LYING ON SEAT)
(8) EXTERNAL TO PASSENGER
COMPARTMENT
(9) UNKNOWN

1
17

POSTURE

- (10) SITTING ON SEAT
(11) SITTING ON SEAT IN ABNORMAL
POSITION (E.G. FEET ON DASH,
SIDEWAYS)
(12) SITTING ON CONSOLE
(20) ON LAP OR IN ARMS
(30) STANDING ON SEAT
(40) STANDING ON FLOOR
(47) STANDING, EXTERNAL TO
PASSENGER COMPARTMENT
(50) IN BASSINET
(60) IN CHILD SEAT
(65) IN CHILD HARNESS
(70) LYING ON SEAT
(80) LYING/SITTING ON PASSENGER
FLOOR
(83) LYING/SITTING ON OTHER
OBJECT IN PASSENGER
COMPARTMENT: _____
(85) ON CARGO FLOOR/FOLDED
SEAT-BACK
(87) LYING/SITTING, EXTERNAL TO
PASSENGER COMPARTMENT
(97) OTHER: _____
(99) UNKNOWN

10
18 19

PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR
(98) 98 YEARS OR OLDER
(99) UNKNOWN

56
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH
(25) 25 MONTHS OR OLDER
(99) UNKNOWN

25
22 23

MASS (kg)

- (999) UNKNOWN

096
24 25 26

HEIGHT (cm)

- (999) UNKNOWN

185
27 28 29

SEX

- (1) MALE
(2) FEMALE
(9) UNKNOWN

1
30

MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE
(01) FIRST AID AT SCENE
(02) TREATED AT HOSPITAL/CLINIC
BUT NOT ADMITTED
(03) HOSPITALIZED FOR OBSERVATION
LESS THAN 24 HOURS
(04) HOSPITALIZED OVER 24 HOURS
OR FOR SIGNIFICANT TREATMENT
(05) FATAL, DEAD AT SCENE
(06) FATAL, DOA
(07) FATAL, DEAD WITHIN 24 HOURS
(08) FATAL, DEAD 24 HOURS TO
31 DAYS LATER
(09) FATAL, DEAD 31 DAYS TO
1 YEAR LATER
(10) FATAL DEAD WITHIN UNKNOWN
PERIOD
(99) UNKNOWN

04
31 32

INJURY SEVERITY SCORE (ISS)

- (99) UNKNOWN

10
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE
(1) YES, TIME & TYPE UNKNOWN
(2) PRE-CRASH FATAL (CLINICAL
DEATH AT WHEEL)
(3) PRE-CRASH NON-FATAL (E.G.
PRIOR INJURY, STROKE)
(4) PREGNANT
(5) POST-CRASH FATAL (DROWNING)
(6) POST-CRASH NON-FATAL INJURY
(7) OTHER: _____
(8) COMBINATION OF ABOVE
(CIRCLE EACH)
(9) UNKNOWN

0
35

OCCUPANT INFORMATION OC-2

MEDICAL CONDITIONS (CONT.)

POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO IMPACT
- (7) NON-FATAL INJURY,
SEVERITY UNKNOWN
- (9) UNKNOWN

2
36

CHILD SEAT TYPE

- (00) NONE USED
- (01) YES, USED
- (02) INTEGRAL, Chrysler Mini-van
- (88) NOT APPLICABLE
(ADULT OR OLDER CHILD)
- (99) UNKNOWN

88
41 42

CHILD SEAT MAKE/MODEL

RESTRAINT SYSTEM

ACTIVE RESTRAINT SYSTEM

- (0) NONE
- (1) LAP BELT
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &
SHOULDER HARNESS
- (9) UNKNOWN

3
37

ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)
- (1) LAP BELT ONLY
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &
SHOULDER HARNESS
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NONE AVAILABLE)
- (9) UNKNOWN

0
38

PASSIVE RESTRAINT SYSTEM

- (0) NONE
- (1) AIRBAG INSTALLED
- (2) PASSIVE UPPER TORSO
WITH KNEE BOLSTERS
- (3) PASSIVE UPPER TORSO
WITHOUT KNEE BOLSTERS
- (4) PASSIVE LAP & UPPER TORSO
- (5) AIRBAG INSTALLED &
PASSIVE RESTRAINT
- (7) OTHER: _____
- (9) UNKNOWN

1
39

PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED
- (1) AIRBAG NOT DEPLOYED
- (2) AIRBAG DEPLOYED
- (3) AIRBAG NOT REINSTALLED
- (4) PASSIVE UPPER TORSO USED
- (5) PASSIVE LAP & UPPER TORSO USED
- (6) SYSTEM USED IN MANUAL MODE
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NOT ORIGINALLY
EQUIPPED)
- (9) UNKNOWN

2
40

EJECTION

DEGREE OF EJECTION

- (0) NONE
- (1) PARTIAL
- (2) COMPLETE
- (7) EJECTED, DEGREE UNKNOWN
- (9) UNKNOWN IF EJECTED

0
43

AREA OF EJECTION

- (01) WINDOW, LEFT SIDE
- (02) WINDOW, RIGHT SIDE
- (03) WINDOW, REAR
- (04) DOOR, LEFT SIDE
- (05) DOOR, RIGHT SIDE
- (06) DOOR, REAR OR TAILGATE
- (07) WINDSHIELD
- (08) ROOF OR OPEN CONVERTIBLE OR
FROM EXTERNAL AREA
- (96) EJECTED AREA UNKNOWN
- (97) OTHER AREA: _____
- (98) NOT APPLICABLE (NOT EJECTED)
- (99) UNKNOWN IF EJECTED

98
44 45

IF OCCUPANT WAS EJECTED, DESCRIBE IN DETAIL BELOW:

HEAD RESTRAINT

HEAD RESTRAINT AVAILABLE FOR THIS POSITION

- (0) NOT EQUIPPED OR REMOVED
- (1) EQUIPPED
- (9) UNKNOWN

1
46

OCCUPANT INFORMATION OC-3

OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER _____
- (8) NOT APPLICABLE
- (9) UNKNOWN

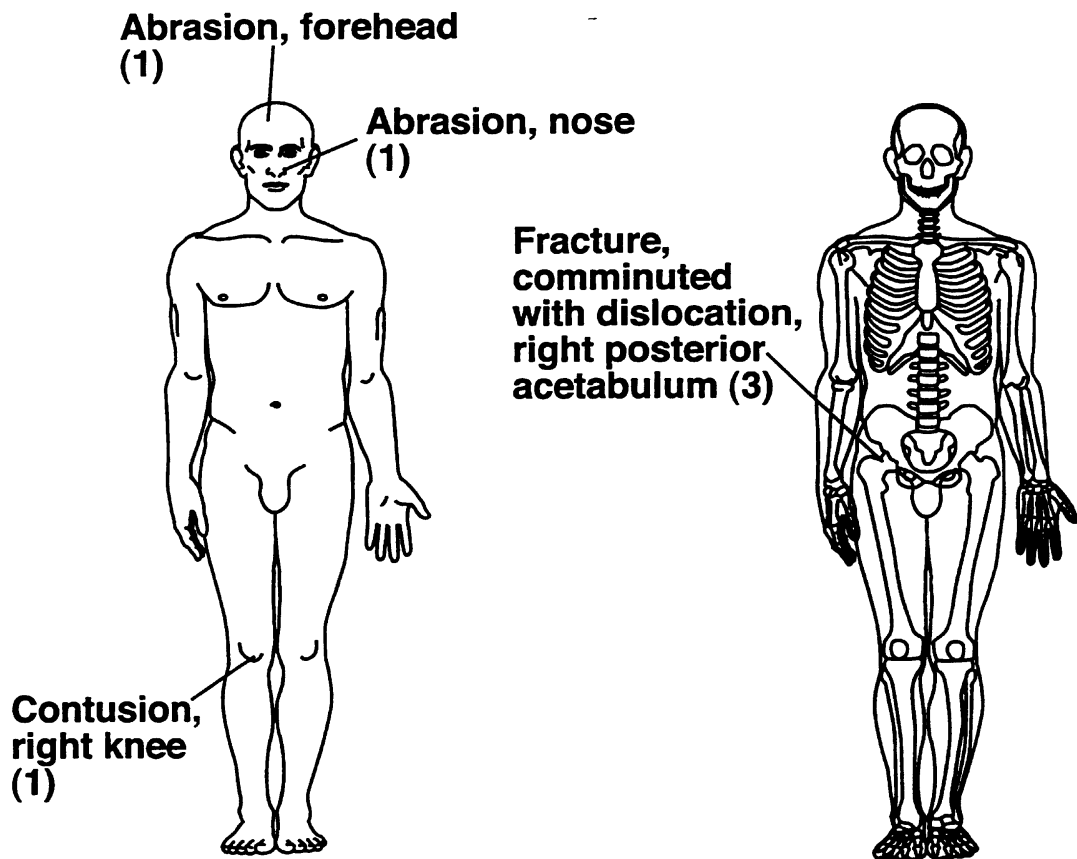
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47

SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER _____
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

7
48

INDICATE LOCATION OF INJURIES.



Duplicate columns 1-8
from the previous card.

Module 1 C Format 0 1
9 10 11 12

INJURY CLASSIFICATION IC-1

NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

OCCUPANT INJURY CLASSIFICATION

| | | | | | PRIMARY OIC | | | | | ASSOCIATED OIC | | | | | COMMENTS |
|--|---------------|---|-------|--|------------------|-------------|-------------|-------------------|---------------|------------------|-------------|-------------|-------------------|---------------|----------|
| OCCUPANT NUMBER | INJURY NUMBER | PLACE CONTACTS IN ORDER OF PROBABILITY (HORIZONTALLY). START WITH MOST PROBABLE IN 1ST CONTACT AREA COLUMN. | | AREA(S) OF POSSIBLE CONTACT 1ST 2ND | BODY REGION 1 | ASPECT 2 | LESION 3 | SYSTEM/ORGAN 4 | SEVERITY 5 | BODY REGION 1 | ASPECT 2 | LESION 3 | SYSTEM/ORGAN 4 | SEVERITY 5 | |
| | | | | | | | | | | | | | | | |
| 13-14 | 15-16 | 17-18 | 19-20 | COMMENTS | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | |
| Duplicate "Occupant Number" for each line. | 01 | 25 | 10 | Sun roof | F | S | A | I | 1 | | | | | | |
| | 02 | 87 | | visor | F | C | A | I | 1 | | | | | | |
| | 03 | 48 | | | P | R | F | S | 3 | | | | | | |
| | 04 | 48 | | | K | R | C | I | 1 | | | | | | |
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NOTE: USE ADDITIONAL PAGES IF NECESSARY.

CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (*ACRS*) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (*AIRBAG*)
- (47) AIRBAG (*ACRS*) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (*E.G. OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

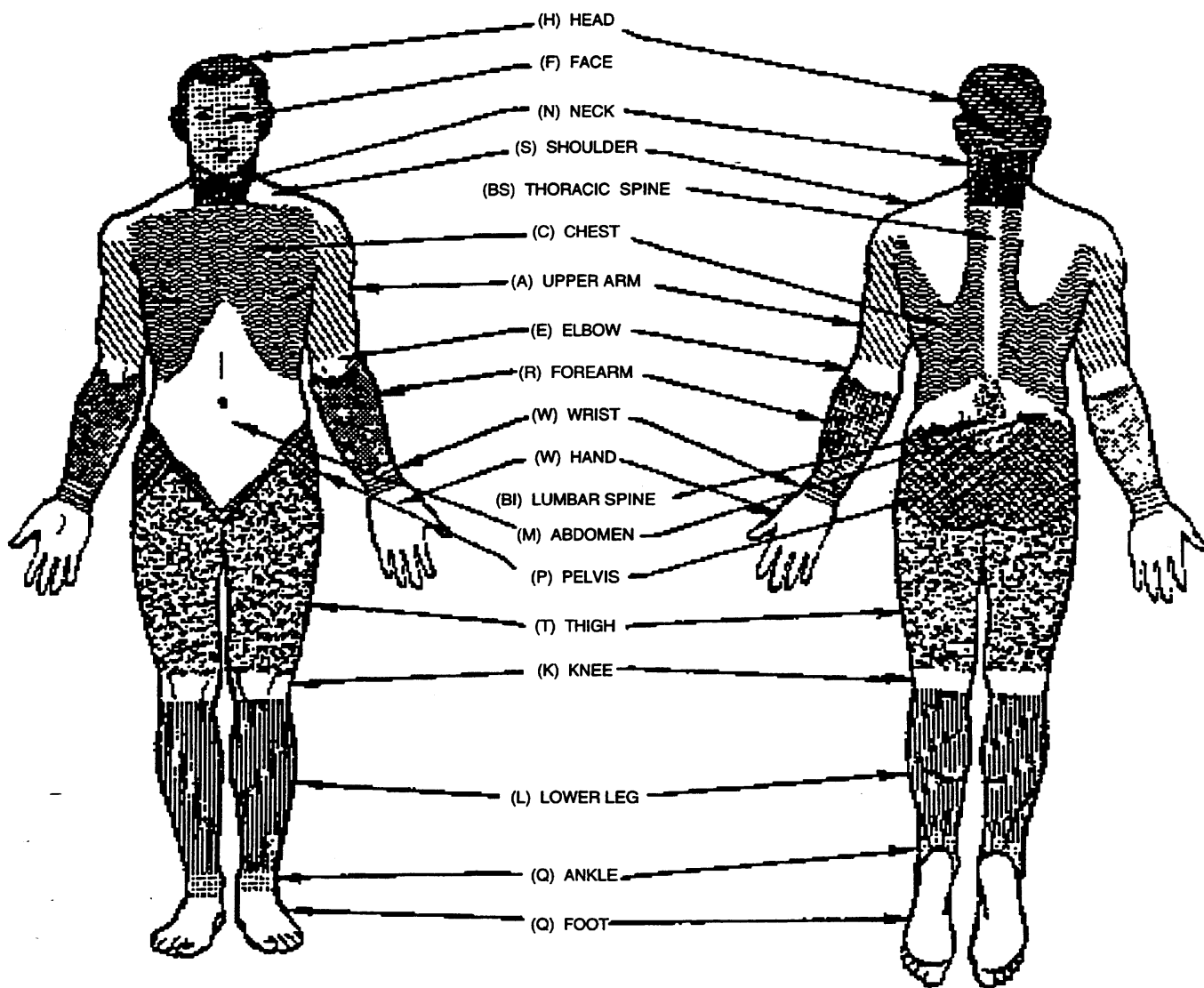
PENETRATING OBJECTS

- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (*E.G. FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

THE FIGURE BELOW
IS AN EXPLANATION OF THE BODY REGION CODES
LISTED ON PAGE IC - 4.



CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

1 BODY REGION

(H) HEAD/SKULL
 (F) FACE
 (N) NECK
 (S) SHOULDER
 (X) UPPER EXTREMITIES
 (A) ARM (*UPPER*)
 (E) ELBOW
 (R) FOREARM
 (W) WRIST/HAND
 (C) CHEST
 (M) ABDOMEN
 (B) BACK
 (P) PELVIC/HIP
 (Y) LOWER EXTREMITIES
 (T) THIGH
 (K) KNEE
 (L) LEG (*LOWER*)
 (Q) ANKLE/FOOT
 (O) WHOLE BODY
 (U) UNKNOWN

3 LESION

(L) LACERATION
 (C) CONTUSION
 (A) ABRASION
 (F) FRACTURE
 (P) PERFORATION,
 PUNCTURE
 (K) CONCUSSION
 (V) AVULSION
 (R) RUPTURE
 (S) SPRAIN
 (D) DISLOCATION
 (N) CRUSH
 (M) AMPUTATION
 (B) BURN
 (G) DETACHMENT,
 SEPARATION
 (Z) FRACTURE AND
 DISLOCATION
 (T) STRAIN
 (E) TOTAL SEVERANCE,
 TRANSECTION
 (O) OTHER
 (U) UNKNOWN

4 SYSTEM/ORGAN

(S) SKELETAL
 (V) VERTEBRAE
 (J) JOINTS
 (D) DIGESTIVE
 (L) LIVER
 (N) NERVOUS SYSTEM
 (B) BRAIN
 (C) SPINAL CORD
 (E) EARS
 (O) EYES
 (A) ARTERIES
 (H) HEART
 (Q) SPLEEN
 (G) UROGENITAL
 (K) KIDNEYS
 (R) RESPIRATORY
 (P) PULMONARY/LUNGS
 (M) MUSCLES
 (T) THYROID, OTHER
 ENDOCRINE GLAND
 (I) INTEGUMENTARY (*SKIN*)
 (W) ALL SYSTEMS IN REGION
 (U) UNKNOWN

2 ASPECT

(R) RIGHT
 (L) LEFT
 (B) BILATERAL
 (C) CENTRAL
 (A) ANTERIOR/FRONT
 (P) POSTERIOR/BACK
 (S) SUPERIOR/UPPER
 (I) INFERIOR/LOWER
 (W) WHOLE REGION
 (U) UNKNOWN

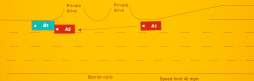
| BODY REGION | ASPECT | LESION | SYSTEM/ORGAN | SEVERITY |
|-------------|--------|--------|--------------|----------|
| 1 | 2 | 3 | 4 | 5 |

5 SEVERITY
(OR "AIS", ABBREVIATED INJURY SCALE)

(0) NONE
 (1) MINOR
 (2) MODERATE
 (3) SERIOUS
 (4) SEVERE
 (5) CRITICAL
 (6) MAXIMUM
 (9) UNKNOWN

Case No. 004-00
Veh. ID: 1000 Mustang
Type: Mountainous, 4-door SUV
Driver: 38-year-old male
Veh. Yr: 2000 Ford Eldorado

Light Conditions: Daylight
Weather: Clear
Road Surface: Dry
Road Construction: Asphalt



PN 20400 #1



PN 20400 #2



PN 20400 #3
Best Available



PN 20400 #4



PN 20400 #5
Best Available



PN 20400 #6
Best Available



PN 20400 #7
Best Available



PN 20400 #8



PN 20400 #9



PN 20400 #10



PN 20400 #11



PN 20400 #12



PN 20400 #13



PN 20400 #14



PN 20400 #15



PN 20400 #16



PN 20400 #17



PN 20400 #18
Best Available



PN 20400 #19



FN 20400 #20
Best Available



PN 20400 #21
Best Available



PN 20400 #22
Best Available



PN 20400 #23



PN 20400 #24



PN 20400 #25



PN 20400 #26
Best Available



PN 20400 #27
Best Available



PN 20400 #28



PN 20400 #29



PN 20400 #30



PN 20400 #31



PN 20400 #32



PN 20400 #33



PN 20400 #34



PN 20400 #35



PN 20400 #36



PN 20400 #37



PN 20400 #38



PN 20400 #39



PN 20400 #40

CASE NO. 28466

CASE VEHICLE: 1999 Mercury

TYPE: Mountainair, 4-door SUV

OCCUPANT: (Driver): 56-year-old male

STATURE: 185 cm (6 ft, 1 in) MASS: 86 kg (190 lb)

RESTRAINTS: 3-point seat belt worn; airbag deployed

SEVERITY: MAIS - 3: 100 - 12

